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TO EUROPEAN PORTS
R. F. Brundage

UNIFRUITCO

August 1929

Vol. V
No. 1

M. E. Schoen
Editor

Drainage Work and River Diversion in Chiriqui
By R. JENSEN

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Tales of the Great White Fleet
Steamers *Pastores*, *Calamares*, and *Tenadores*

Care in Handling Shipments
Operations in San Francisco

The Ship News Reporter
By JAMES E. DUFFY

Published Monthly by United Fruit Company

For Employees in all Branches of its Service

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1929-30

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.

R00090 93076

At left: Esperanza Main Drain "B" and lateral

Below: Completed Colorado River Cut-off and mouth of Esperanza Main Drain "B"

Above: Cutting Blanco Canal through to river

Above: North End—Blanco Canal Silted up channel to left of picture

Above: Blanco Canal at lower end. Palo Blanco River diversion to right of picture

At right: Blanco Canal—North End. Machine at Station 6-00, completed section

Drainage Work and River Diversion in Chiriqui

By R. Jensen

Acting Division Engineer, Puerto Armuelles

It is a far cry from a dragline excavating a canal through a tropical forest—and a banana split! Yet drainage is one of the most important factors in the cultivation of the popular fruit and this is particularly true of the new development in Chiriqui.

ONE of the Company's officials, formerly Manager of an irrigated division, while on a visit during the rainy season to the region of Chiriqui, now being developed by the Chiriqui Land Company, remarked that the big job here would be getting the water off the land. In his old Division the big job had been getting water on the land. He knew what he was talking about.

The drainage job in Chiriqui is a large one, greater, I believe, in proportion to areas to be planted, than any other Division. A conservative estimate of excavations on main drainage canals, that is, machine dug drains only, is nearly four million cubic yards or about fifty miles of main drainage canals. Other excavations on small drains will easily reach another million cubic yards.

One of the main canals, the Blanco Canal, at this writing nearly completed, takes a total excavation of area of 600,000 cubic yards.

The need of all this drainage is due to the flatness of the coastal plain upon which the Division lies; the heavy rainfall, at times over fifty inches in a month; and the peculiar habits of tropical streams of silting themselves up, leaving their beds, and spreading all over the country.

As drainage goes ahead of planting, which is as it should be, it often goes ahead of transportation as well, making it a very difficult job for the men connected with it. First, the field engineers and their gangs, pushing lines through thorny tropical forest, often knee deep in water, get the topography for canal locations. When location is made, then clearing gangs, sometimes located from six to eight miles from the nearest railroad line, fell and clear right of way. Six to eight miles through wet tropical forest is a long way to walk. Riding is seldom possible.

Then, the dragline operators and crews, after bringing the sixty ton machines on "mats" from the Railroad to the Canal location (occasionally sliding off the "mats" and burying the machine in mud), cut in and start the dirt flying, and keep it flying day and night. And last come the supply gangs, carrying fuel, lubricants, camp supplies and machines parts.

I often wonder how many people realize the tremendous amount of pioneering work it takes to bring a banana division into production. It is an actual fact that I have met several newcomers to the tropics who admitted that they had always believed bananas grew wild in the jungle. I am sure but very few of the millions eating bananas every day would be able to see the connection between a dragline excavating a huge canal through a tropical forest and a "Banana Split."

While the work connected with the digging of dragline canals is hard it is also one of the most interesting phases of the development of a new banana division. This is because of the numerous difficulties to be overcome in planning and executing the work.

The planning is interesting because of the many factors to be considered and the executing is interesting because of the evident changes on soil and vegetation after drainage; the exposure of soil formations to from fourteen to sixteen foot depths, the fascination of watching a dragline in operation and its daily progress; and last, but not least, the satisfaction of seeing the result of efforts expended —water leaving the land.

The spirit so important among employees in a producing division, that of common interest in increase of fruit production and lowering of costs, is very much in evidence among everybody connected with dragline drainage in Chiriqui, and is being shown in terms of in-

A group of Chiriqui pioneers

The gentleman in white in the center of the picture is Henry S. Blair, Manager of the Chiriqui Land Company at Progreso

creased monthly yardage and reduced costs per cubic yard.

After a somewhat discouraging beginning, mostly due to exceedingly difficult labor and transportation conditions, we have reached the point where our total costs and progress compare favorably with those of older divisions.

With our four draglines working on drainage—three 50B and one E2 Bucyrus-Diesel draglines—the output for the four week payroll month of March was 145,717.11 cubic yards at a total cost, including engineering, clearing right of way, excavation, depreciation, labor and material of $14,864.35.

The indications are that the output for April will exceed that of March by about 25,000 cubic yards.

With such results, the difficulties and tribulations encountered in the beginning are forgotten and as each canal is completed, the men connected with it have the satisfaction of seeing a difficult task well and economically done.

Filling the Empty Berth

By C. W. Dieckman

Soliciting Passenger Agent, New York

THERE is perhaps no more interesting and fascinating experience than to stand on the wharf on sailing day and see one of the beautiful steamers of the Great White Fleet sail. How easily it glides out into the stream to start on its voyage! An exemplification of beauty and grace. So majestically serene as to belie the tremendous efforts behind the accomplishment—the prodigious task of getting it in motion, filling its cabins with passengers, its holds with cargo, and the thousand and one other tasks essential in the successful operation of a great ocean liner.

We are enthralled, we forget our humdrum existence and become possessed of the wanderlust. All the romantic ports of call come to our mind. The countries and peoples we studied in our geography class at school, the quaint lands we then traveled in our thoughts, all beckon us to come and enjoy their beauty and their hospitality. Nowhere is romance quite so romantic as in the tropical countries of the Spanish Main. The deeds of Columbus, Balboa, De Soto, Ponce de Leon, Pizarro and Morgan thrill us; and Cuba, Jamaica, the Panama Canal, Central America and Colombia lure us, make us long to be vagabonds, hoist our pennant, assume a carefree spirit and set sail in the tracks of those celebrated men of history.

The services of the Great White Fleet are so diversified as to make it possible for everyone to transform his dream trip into an actuality. There is a trip to suit every purse and time limitation; cruises and tours of varying duration unexcelled anywhere.

From New York, a twelve-day cruise to Spanish Honduras can be made for the very low cost of $115.; a twelve- to fifteen-day tour to Jamaica at a cost of from $175. to $200.; and cruises of twenty-two to twenty-four days at rates varying from $315. and up, including shore excursions. Out of New Orleans there are trips of from nine to sixteen days' duration at a cost of from $100. to $200., also on the all-inclusive plan, and our famous Vagabond Cruises out of Boston of approximately fifteen days at $150. Any one of these trips makes an ideal vacation, offering perfect rest and recreation. The advantages of an ocean voyage are numerous: new experiences, new places to visit, thousands of miles of ocean transportation in absolute comfort, differing greatly from the ordinary trip to a seaside or mountain lake resort and at an expense not greater than the cost of such a land trip.

We are all cogs in this great wheel—the United Fruit Company—each with some special function to perform, each striving to gain a common goal. And so the Passenger Department solicitor finds his place in broadcasting the Great White Fleet passenger service to the public at large, making friends and boosters for its service, explaining its advantages, meeting present day competition and striving to book as many passengers as possible. His instructions are specific—go out and get it. His territory is not confined to any "trade calls," but everyone, everywhere, is a potential passenger.

Pleasure travel must be created and stimulated—the seed must be sown and cultivated —and in the case of special party solicitation, several years may elapse before the business is actually booked. Often, as in the case of Pre-Convention and Post-Convention cruises, it is necessary to induce this special business to move many miles away from the original destination.

The field for solicitation is very broad, as everyone at some time or other plans a vacation—one that will be different and wholly satisfying. We know we have a wonderful proposition in our various services, but the field is highly competitive, and to convince the prospect of the superiority of what we have to offer is one of our problems.

Direct personal calls are made upon prospects whenever possible. Experience has shown that the prospect is as a rule undecided in his plans and can be won over after an explanation of the advantages of our service has been made by the Passenger Department representative. Moreover, in this day and age of competition, methods of doing business have changed materially. The business man now usually demands that the seller come to him with his wares, and a concern that waits for him to call at its offices will unquestionably lose his trade. Therefore, the passenger solicitor, by making a personal call, performs an additional duty, that of service, as he can readily induce the prospect to make up his mind as to the vacation trip desired and thereby save him many hours away from his office.

The leads emanate from various sources—through the mail, telephone calls, and at the suggestion of Company officials and employees and friends of the Great White Fleet.

Direct calls are also made on various business institutions which maintain a large personnel; schools, clubs and fraternal organizations, Chambers of Commerce, etc., all of which offer an excellent field for passenger business. As a means of placing more forcibly before such organizations the beauties and advantages of our cruises, we have an excellent three-reel motion picture which is shown whenever opportunity affords. This picture, featuring our cruises, offers a wonderful forty-five minutes of instructive entertainment and will be exhibited before any organization at any time, complete equipment being supplied by the Passenger Department.

One of the most important points in successful solicitation is proper contact, by personal introduction to some influential officer or member of an organization. Such contact the passenger solicitor is ever desirous of making and to this end our Company officials and employees can be of inestimable assistance. The Great White Fleet cruises and tours may be recommended to all your friends with the assurance that they will have the best trip of their lives and come back well satisfied and boosters for our services.

History of Malaria

and Results of Control Measures in the Preston Division

By P. Malaret, Jr., M.D.

CHAPTER III

IN the two preceding chapters of this paper we gave a brief history of Malariology, and outlined the topographical, meteorological, social, and economic conditions encountered in the northeastern part of Cuba where the sugar plantations of the UNITED FRUIT COMPANY are located. We shall now record briefly the measures which have been instituted during the past three years in an endeavor to reduce the malaria morbidity rate and improve the general health conditions.

In December 1925 a discussion with the Superintendent of Agriculture, whose Department was most interested in the work, revealed the fact that there was great unrest among the labor force because of the high incidence of disease, and that the quinine distribution then being carried out (as described in the preceding chapter) did not seem to be of much assistance. It was therefore decided to try out a new plan radically opposed to the one then in operation. In the first place, quinine had been administered not prophylactically but for active treatment only. In recent years it had been the growing conviction of malariologists that prophylactic quinine was not as valuable as it had been previously considered, and this belief was further confirmed by the experience of the English in Mesopotamia during the World War. Because of the large area, it was realized that a veritable army of quinine-distributors would be necessary during the crop season in Preston to cover properly all the camps; and since the Agricultural Department had a well-disciplined and intelligent organization, keenly interested in the problem of malaria because it affected its work, it was decided to entrust the administration of quinine to the farm personnel. The quinine was supplied by the Medical Department in tablet form (5-grain tablets) and distributed through the District Superintendents to the Farm Overseers, who had direct charge of its administration to all persons on the farms who became ill and whose symptoms caused strong suspicion of malaria. All serious cases and those that did not respond quickly to quinine were referred to the Medical Department. This plan of administration has worked so well for the three years of thorough trial that no change has been suggested. By this method approximately 300,000 tablets of quinine have been distributed yearly and the results, as they affect the number of admissions of cases to the Hospital, and the labor output per man, have been little short of marvelous, as will be evident when we discuss the accomplishment to date.

The quinine has been administered in tablet instead of in liquid form because of the greater ease in handling and transporting it in this way. Moreover, clinical experience has shown that the results are equally effective. Farm Overseers were carefully coached in the methods of administration and advised to give all adults who complained of "fevers" two 5-grain tablets three times a day until all symptoms had subsided, when the dose would be reduced to two tablets daily for as long a period as possible up to two months. Children continue to be treated by the Field Medical Officer stationed at Guaro, since a layman could not be expected to form an opinion as to the nature of disease in infants.

Few Quinine Injections

A NOTEWORTHY fact is the reduction in the number of quinine injections given during this period of three years. While, at the beginning, the clamor for injections was great, and the aversion to quinine if administered by mouth was greater, as time went on the people were gradually convinced of the truth of our statements that injections were not the best routine method of treatment, and that quinine was the only specific for malarial fevers. The fact that we made a diagnosis of malaria only after a blood smear had been examined, was a powerful factor in convincing the people that we did not make this diagnosis capriciously, and their confidence in our methods of procedure was thus largely won.

Recording the Quinine Administered

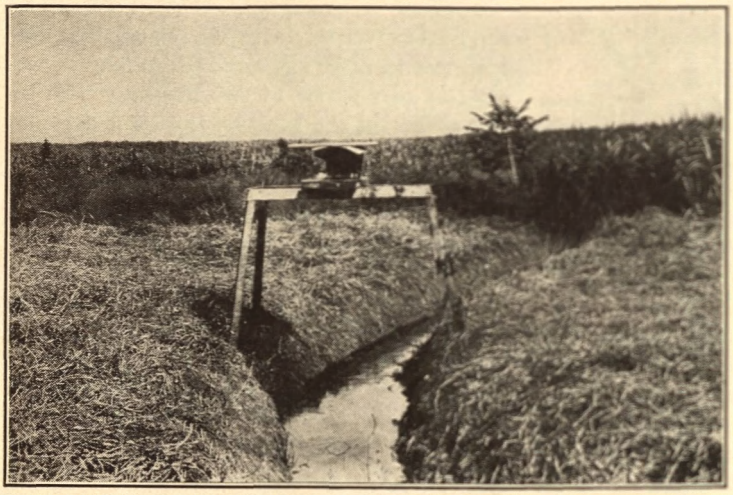
A RECORD of the quinine administered was kept not only by a careful check of the quinine issued to district officers, but also by quinine reports which the Overseers were asked to submit weekly in which they noted the number of persons living at each camp and *batey,* the number sick day after day, and the number daily given quinine. These reports serve a double purpose. They not only keep the District Medical Officer informed as to the prevalence of fevers in each area, but they also serve to remind the farm personnel that among their duties are the care of the sick and the distribution of quinine.

Field Malaria Inspector's Rôle

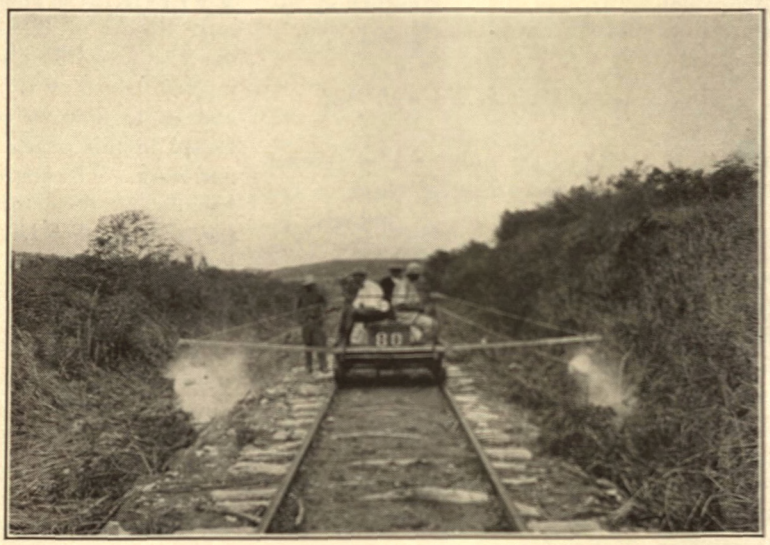
A GREAT help in finding cases that were suffering from malaria, so that they might be treated and cured, and thus prevented from becoming carriers of the disease, has been the appointment of Field Malaria Inspectors who visit some portion of the Division each day. They call at each house and fill out a card, termed the House Inspection Card, on which a report is made of the health conditions of each family. If they find any cases of "fever" or patients complaining of any symptom suspicious of malaria, a thick-blood film is taken and examined at the Guaro Dispensary. All cases found positive are reported to the District Superintendent, who, in turn, advises the Farm Overseer, with the request that quinine treatment be instituted for as long as possible up to a period of two months. The responsibility of the Malaria Inspector does not end here, as he is expected to look up these cases at each subsequent visit and make sure that they are taking quinine. Besides this purely anti-malaria work, the Inspector gives treatment for all minor ailments and reports to the Doctor any cases which appear to him of a serious nature. On the reverse side of this report card information as to the sanitary conditions in the surroundings is noted.

Plasmochin and Quinine

BEFORE the publication of the 1927 Annual Report of the Medical Department of the Company the degree of toxicity of plasmochin tablets was not clear in our minds and up to now we have purposely not mentioned in this article the use of this drug in our work. The peculiarity of our labor problem during these three years, different from that of the other Divisions, was that Haitian immigrant labor was imported every year for the period of the crop and returned home at the end of the season, and no close medical supervision over them was possible, nor could we expect from these laborers the proper cooperation is using the drugs supplied. These conditions prevented us from distributing plasmochin on a wholesale basis from the time this drug was first put on the market, and limited our treatment by plasmochin to hospital cases and to patients who could attend the dispensaries regularly. During the last six months, however, we have been using plasmochin in all cases of malaria we can reach, and have employed 10,000 plasmochin tablets in this Division from September, 1928, to date (end of February, 1929). Of these, 2,000 tablets have been used by the Hospital and 8,000 in the field. As our standard plasmochin treatment is 20 tablets per person, to be taken in 5 days, or 4 tablets a day, this means that we have administered 400 plasmochin treatments during the period mentioned. As time goes on, there is no question that we shall increase our plasmochin treatments, as reports continue to come in regarding the efficiency and safety of this drug if properly handled. Plasmochin acts chiefly on the sexual forms of the parasite which infect mosquitoes, while quinine is cura-



Oil drip for malaria control—Nos Negritos, Banes Division



Sanitary force spreading Paris green for the destruction of mosquito breeding places—Preston Division

tive inasmuch as it acts chiefly on the asexual forms which give rise to fever in the human host. A combination of the two drugs will probably furnish the ideal specific that will sound the death knell of malaria. But plasmochin is a new drug, and it still has to prove its full worth, although the experience of the Medical Department of the UNITED FRUIT COMPANY and other workers would seem to indicate that it will be of great value in controlling the disease.

The Big Problem of Prevention

IF we can not at this date attempt a wholesale cure of all infected cases in a given community, and thus prevent mosquitoes from getting infected, we can at least protect ourselves from the bites of mosquitoes. But this is more difficult as a wholesale measure. Mosquitoes will breed where there is a suggestion of water, and we can not do without water in agricultural pursuits. Consequently, in attempting to prevent breeding in extensive sections, we are faced with an expensive proposition.

Looked at in this frank manner the problem seems hopeless, but it really is not. In the following section of this paper we shall recount the story of the work that has been done in the Preston Division in the last three years and show what tremendous reduction has taken place there in the incidence of the disease as a result of the application of control measures and coordinated effort. It will be seen that the solution of the problem in this

Division is, simply: To cure the largest possible number of cases of malaria; and to prevent breeding in the largest possible water area, in order that the anopheline-mosquito population may be reduced to a minimum. As time passes, the "largest possible number of cases" to be cured will become fewer, and the "largest possible water area" to be controlled will be lessened.

The Field Dispensary in Guaro, the Farm Overseers, and the Hospital Staff took care of the active treatment of all infected cases of malaria, but a means had to be found to exercise some measure of control of the breeding of anopheline mosquitoes.

A plan was evolved which also has stood the test of three years' work, and which bids fair to continue without change in its major aspects. The adult mosquito was purposely disregarded, as it did not seem profitable to attack the problem from this angle. The attack was to be concentrated on the larval stage of the mosquito, and this meant (1) direct destruction of larvae by the use of larvicides, and (2) indirect prevention of breeding by curtailment of the water breeding areas of the Division. The first was a temporary measure of which immediate results were expected. The second, a measure of a permanent character, could not be expected to yield far-reaching results, although it would improve local areas. It will take some time before sufficient water area has been permanently controlled to affect the mosquito index of the whole Division.

Permanently Reducing the Water Area

THE permanent reduction in the water area has consisted mainly in the filling in of railroad borrow-pits, the draining of small lagoons, the cleaning of small creeks and ditches, attention to seepage water, etc. This work has been done by the various departments in their respective zones of influence, at their own discretion or at the request of the Medical Department. The amount of work of this kind that has been done in three years has been very satisfactory. It is being carried forward slowly, but it proceeds steadily, and that this is so can be attributed only to the spirit of cooperation which pervades all departments of the Division. The Railroad Department has been zealously pursuing the abolition of borrow-pits, which should disappear altogether within a short time. The Engineering Department, by relocating innumerable water faucets so that they will drain directly into creeks, and by eliminating a very large number of unnecessary faucets, has considerably reduced the number of mosquito-breeding areas. The Agricultural Department's efforts to keep creeks and ditches clean has been a strong contributing factor in the reduction of the mosquito index.

Anti-Larva Campaign

THE anti-larva measures consisted, in the beginning, of the use of oil around villages, but very little around camps and *bateys* because of the difficulties attendant upon its handling. Early in 1927 we were visited by Dr. M. A. Barber of the United States Public Health Service, who gave us clear-cut demonstrations of the advantages to be derived from the use of Paris green as a larvicide. Paris green has been of immense advantage in our work. Easily handled, it renders the treatment of widely extended areas a simple problem.

We began by using a mixture of Paris green and road-dust in the proportion of 1 to 100. Later on, as the work progressed and we gained in experience, we found that we could increase our dilution to 1 to 150 or even 1 to 200, according to circumstances. A great improvement was the idea evolved by the Guaro Sanitary Squad of using sawdust instead of ashes or road-dust, etc., for the mixture, as the sawdust, because of its lightness, helps to keep the Paris green particles afloat, a thing much to be desired, as the basic idea behind the use of Paris green is that its particles will float on the surface of the water, where they are ingested by the anopheline larvae, which are surface feeders.

For the application of the Paris green dust mixture we separated the Division into two areas to be treated by two anti-mosquito squads, one operating from Preston in charge of the Medical Department Sanitary Inspector, and one from Guaro in charge of the Agricultural Department Sanitary Inspector. It was found that these squads could cover their respective areas in a period of 10 days. Later on, because of the reduction in the number of breeding foci near habitations, it was de-

cided to give three districts to the Guaro squad for Paris green treatment and one district only to the Preston squad, which was to apply Paris green and to do as much ditching, filling of holes, etc., as possible. Eventually this second squad will travel throughout the Division, spending more time in its area and doing more and more permanent work while the first squad is devoted to Paris green and oil applications exclusively.

SUMMARY OF RESULTS

This is the program which the Preston Division has been trying to follow for the last three years, and which it expects to complete in years to come:

First: the discovery and treatment of every case of malaria occurring in the Division so as to reduce to a minimum the number of malaria carriers.

Second: the treatment of mosquito-breeding areas near habitations, reaching as far out as conditions permit.

Third: the elimination of water collections so far as possible or practicable.

What have been the results obtained to date?

In the year 1925—which the writer spent in the Preston Hospital—as the beginning of the crop season grew near, all decks, in accordance with tradition and past experience in the Hospital, were cleared for action because of the expected inrush of patients which generally increased week by week and became so great that all available space had to be placed in readiness. Altogether, 1,038 cases of malaria were admitted to the Hospital in the year 1926, the first year that the work was carried on; 671 cases were admitted in 1927; and 246 cases in 1928. These malaria admissions, by months, were as follows:

Year	Jan.	Feb.	Mch.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
1926	107	127	272	135	113	88	76	32	21	15	18	34	1,038
1927	59	178	279	92	22	13	6	10	3	1	5	3	671
1928	14	33	92	27	26	20	9	4	4	5	6	6	246

What these hospital cases represented in total malaria in the Division we had no means of knowing as we did not have a Field Malaria Inspector at the beginning of the campaign and no tally was kept of the out-patient cases of the disease. Such a tally was kept for 1928, however, and we find that outside the Hospital 1,217 cases of malaria were treated which, added to the 246 cases admitted to the Hospital, makes a total of 1,463 cases of malaria treated during the year or, roughly, 12 per cent., estimating the population at 12,000. In this number of cases many relapses in primary infections and in chronic cases were included, so that the same case of malaria may appear more than once. We have reason to believe, however, that not very many cases occurred this year that were not recorded and treated, and we feel satisfied that these figures are fairly close approximations of the actual number of cases. The out-patient cases in 1928 by months were as follows:

Year	Jan.	Feb.	Mch.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
1928	78	122	262	251	71	75	105	57	28	25	53	90	1,217

A comparison of the percentage of malaria cases admitted to the Hospital, in relation to the total admissions, shows that while 38 per cent. of the cases admitted in 1926 were malaria, there were only 28 per cent. in 1927, and 13 per cent. in 1928.

An even more suggestive proof of the reduction of malaria in the Preston Division is seen in a comparison of the various blood surveys made in the three years. While in May 1926 the original survey made by Dr. H. C. Clark showed an infection percentage of 55.9 of the total population, a survey made at the same period of the year in 1927 showed that only 24.2 per cent. of the population were infected, and the survey made at about the same period in 1928 showed a percentage of infection of 8.78.

These are very imposing figures, and they denote that much suffering was prevented.

But if we look at the death rates for these three years under study, results even more gratifying are observed.

While in 1926 there were in all 131 deaths in the Preston Division, 44 of which were from malaria, in 1927 the deaths dropped to a total of 103 of which 10 were caused by malaria; and, in 1928, 10 of the total number of 102 deaths were caused by malaria. These deaths may be tabulated as follows:

	HOSPITAL		OUT-PATIENT		GRAND TOTAL	
Year	Total Number	Due to Malaria	Total Number	Due to Malaria	Total Number	Due to Malaria
1926	90	29	41	15	131	44
1927	72	6	31	4	103	10
1928	60	3	42	7	102	10

In order to explain the increase in out-patient deaths, both total and malaria, despite a slight decrease in total deaths in 1928, we record below the number of treatments given at the Guaro Out-Patient Dispensary, showing a great increase in the treatments given in 1928 as compared with 1927. This increase in numbers is due to a positive increase in population, and a more careful search for malaria cases during 1928.

GUARO OUT-PATIENT DISPENSARY

	Total Treatments	Malaria Treatments	Malaria Percentage of Total Treatments
1926	7,823	2,469	31.56 per cent.
1927	6,736	1,307	19.50
1928	9,860	1,822	18.47

THE figures quoted show the results of the work as it affects the health of the labor population of the Division. While this is of the greatest importance, there is one other factor which we mentioned at the beginning of Chapter I (April UNIFRUITCO) which is worthy of special comment. We stated that the reason malaria is of great importance to the employer of labor is that it produces a debilitating effect on the labor force, and that it is economically a paying proposition to diminish the incidence of malaria. I believe that this is clearly proved by the following figures which show the increase in the tonnage of cane cut per day per man during recent years:

	TONS CUT PER DAY PER MAN
1924	.961
1925	.980
1926	.936
1927	1.233
1928	1.393

This simply means that, as years go by, a smaller number of laborers will be required to handle the seasonal crop; and that there will be a consequent reduction in expenditure for labor and a diminution in the cost of production.

HE OVERLOOKED ONE BET

He brushed his teeth twice a day.

The doctor examined him twice a year.

He wore his rubbers when it rained.

He slept with the windows open at least eight hours every night.

He stuck to a diet with plenty of fresh vegetables.

He relinquished his tonsils and traded in several worn-out glands.

He did his daily dozen daily, besides taking plenty of outdoor exercise.

He was all set to live to be 100.

The funeral will be held next Wednesday. He is survived by 18 specialists, four health institutes, six gymnasiums, and numerous manufacturers of health foods and antiseptics.

He had forgotten about trains at grade crossings.

—*Southern News Bulletin*

ME! TRAVELING BANANA!

Story of the last two weeks in the life of a 97 pound Tela "Nine" as told by the Traveling Bunch itself and the Banana Men who participated in it

Assembled by Edmund S. Whitman

Editor, FRUIT DISPATCH

Part Two

On to Washington

IT was silly of me to get worked up over the possibility of missing the boat for the States. I might have gotten over-heated and that would have been tragic.

There I lay on a pad in the Exportation Office watching thousands of fellow bunches take the exciting trip in the conveyors aboard the *Oritani*. It was great fun for a while, particularly as I was the center of attraction and many people came to see me and said nice things about my size and beauty. But when the whistle began to blow, and the conveyors were wheeled away, it looked like your Uncle Dudley had missed too many boats. That would have been slow death. Rather the uncertainty of the future in the hands of those Banana Jobbers and their ripening rooms I've heard so much about than the agony and humiliation of ending my career on a tropical dock. That might be all right for a common, ordinary stem of plantains, but for me, Traveling Banana—never!

Yet all the time I was inwardly fussing there was a place for me aboard the steamer, and finally they stowed me away as tenderly as a baby in a lovely, cool space on the upper tween deck, aft, on the starboard side. Here I reposed, surrounded by many good friends, during a six days cruise.

We got plenty of attention during the voyage, too. No day passed without a visit from the supercargo and from the ship's officers. I was particularly pleased at the care they gave to the matter of ventilation. The air was as sweet and pure in our bin as it was on dear old Farm 12 during the glorious, care-free days of my early bananahood.

C. J. WAGNER, Supercargo of the S. S. *Oritani,* kept a diary about me and this is how he answered the questions on my tag:

I am the Supercargo aboard the S. S. *Oritani,* sailing from Philadelphia and Baltimore to Jamaica and Honduras. I have charge and care of the transportation of fruit from the tropics to ports in the United States, and on this, my first trip to Baltimore I am lucky enough to be bringing in this prize stem of bananas. I joined the *Oritani* on February 25 of this year transferring from Charleston, S. C., where I had served as Inspector and Grader since last April. When the *Oritani* arrived in Tela this trip we found the *Honduras,* from Charleston, at anchor. Imagine it! Here I come along, on my first trip to Baltimore, and get the Traveling Banana away from Charleston, my old home port!

Reposing on a straw mat I saw the Traveler conspicuously tagged. It was waiting to be stowed away aboard ship by the laborers. It was a prime nine-hand stem, in good green shape for transportation. It came aboard the *Oritani* the morning of April 16—about 9 A. M.

I felt it my duty to keep my companions as green with envy as I possibly could for their own sakes. Accordingly, I did quite a bit of talking on the journey north, telling them of the special plans which were being made for my reception into the United States. I had an idea I might be pickled and placed on exhibition at the Museum in New York or something like that.

The S. S. "Oritani" brought the Traveling Banana from Tela, Honduras, to Baltimore

But if ever there was a mistaken stem of bananas I was that stem! There was tragedy in store for me and, during the next few days, as I learned my fate, I almost turned "yellow".

On the forenoon of April 22, the *Oritani* came to rest at her berth in Baltimore. Our cruise was over. New adventures confronted us—every single bunch of us.

There was the usual bustle, noise and excitement of dock activity all about. I waited patiently for the Reception Committee. But many men came to my bin, even carried away several of my companions, before I was discovered. Evidently they knew nothing of my presence. A pretty state of affairs!

When they did find me, however, J. C. HALL, Manager of the Fruit Dispatch Company at Baltimore, wrote as follows concerning my reception at his port:

We advise that the Traveling Bunch of Bananas was found today during the discharge of the S. S. *Oritani* on the upper tween deck, aft, on the starboard side, by James Sewell, one of the laborers in Gang No. 4, and working under check No. 469. Robert Dorsey, Foreman, was in charge of this gang, and was employed at the time (12.35 P.M.) in loading Car No. 60477 with 375 bunches of Tela Nines.

This Traveling Bunch passed the inspection of Walter Smith, Selector, with flying colors. It was tallied by W. Smith, Talleyman, and was stacked in the car by John Wilson, Stacker. The car was loaded under the supervision of Louis Vicari, Inspector of Bananas.

The car was finished loading at 1:35 P.M., with an inside temperature of 60 degrees and outside temperature of 52 degrees. At 2:00 P.M. it was sold to the Quality Fruit Company of 919 Louisiana Avenue, Washington, D. C. Mr. Andrew Sontarios, a member of the firm, was duly advised of the presence in his car of the Traveling Banana and he has promised a complete history of what happened to it from the time it reached him.

The bunch as handled here at Baltimore was of full quality, clean, long fingered, and absolutely green.

The next day I awoke in Washington, the nation's capital. I was now the property of the Quality Fruit Company, and I want to go on record as stating that they surely know

The trucks of the Quality Fruit Company of Washington, D. C., were loaded high with the fruit as it was dispatched from the cars in order that pictures might be taken showing the tagged Traveling Banana and its companions. We may be very sure, however, that the trucks were carefully reloaded before they made their trip across the city to the ripening rooms for, as the Traveling Banana has told you, the Quality Fruit Company "knows how to treat a bunch of bananas"

how to treat a bunch of bananas. Automobiles, pads, special ripening rooms—every known comfort and convenience.

When the doors of our car were flung open, trucks and men were ready for us. Pictures were taken of me and my companions and then the trucks were loaded for a trip through the beautiful city to the ripening rooms on Louisiana Avenue. I have about finished my journey, thousands of miles away from the sunny plantations at Honduras.

Let me tell you of three little friends who took fine care of me while I was being ripened. Rosie, Bull, and Bananas—three of the cutest and most talented Banana-hounds you ever saw. They were full of life and tricks—they each got a ripe banana a day—and the energy with which they chased mice and protected us from small boys was astonishing.

JAMES SONTARIOS has an interesting story to tell about the Quality Fruit Company and the part he played in my history:

The Quality Fruit Company was established in 1919 with a capital of $2900. and a truck. On August 9th of that year we bought our first carload of bananas (from the Fruit Dispatch Company, of course) and the 300 bunches of fruit represented our week's sales. It is not necessary to mention here details connected with the establishment of our business, but anyone with experience in this line of work will appreciate the hardships we went through to build up trade.

Today we have reached an average of 2,500 bunches of bananas a week. We have also bought our warehouse for $65,000. and our fleet of trucks. Our increase in sales is due largely to the Sanitary Grocery Company, a wide-awake retail grocery organization famous for the best products, reasonable prices, and unflagging service to the public.

On April 22, 1929, the Quality Fruit Company bought, among a carload lot, the historical bunch of bananas at Baltimore, and the next day we brought it to Washington. The Sanitary Grocery had ordered from us a thousand bunches of bananas from this car and we are going to see to it that it gets the Traveling Bunch.

Suiting his words to action, Mr. Sontarios promptly directed the proper degrees of heat, humidity and ventilation in to my room, bringing out on my skin a smooth, beautiful yellow color where once I was so green.

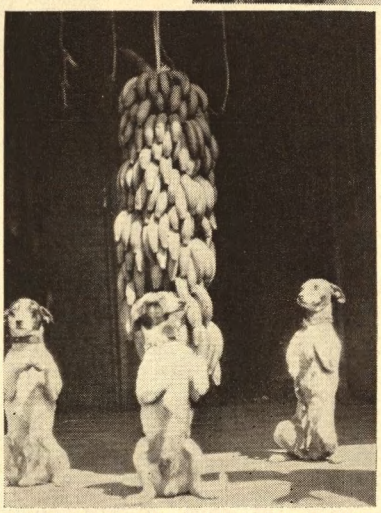
On April 26, in the afternoon, I was hung up in front of the Quality warehouse where everyone along Produce Row could see and admire me. The three Banana-hounds kept guard until along came G. C. MILEY, genial buyer for the great Sanitary Grocery Company. He took one look at me and burst into rapturous words of praise that did my soul good to hear. If ever there was a man to whom I took an immediate liking Mr. Miley was that man!

Nothing was too good for me. I was carefully carried to a beautiful store of the Sanitary Grocery Company up in the heart of the fine residential section of Washington. The store was spotless. I was hung in the window and a display of ripe bananas was built around me. My tag still fluttered from my side and was read and commented upon by all who came into the store.

They left me there to be admired until tiny flecks of brown appeared on my skin. That was the afternoon of April 30th. Fifteen days since I left my tropical home.

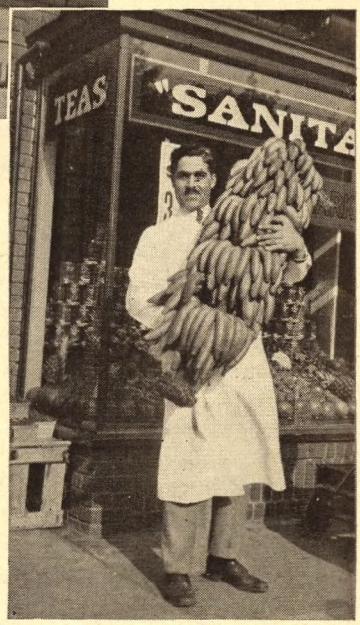
Then came the climax! Here is what Mr. Miley writes:

Mr. James Sontarios of the Quality Fruit Company would trust no one but himself to carry the precious stem from the truck to the ripening rooms



The Traveling Banana being proudly displayed outside the spotless store of the Sanitay Grocery Company, one of the largest customers of the Quality Fruit Company, banana jobbers

Rosie, Bull, and Bananas, the three faithful Banana-Hounds who guarded and protected the famous Traveler while it was being displayed on Produce Row



The Traveling Bunch was purchased by the Sanitary Grocery Company on April 25 and was delivered the day following to our Branch No. 301 at 3123 Mt. Pleasant Street, Northwest, where it was prominently displayed until April 30, at which time we presented it to the Children's Hospital in Washington.

And now at the close of my autobiography I want to state that I appreciate the opportunity that has been mine to live a full life and bring happiness into many other lives. You who have followed my history know that I was packed full of sunshine and nourishment by old Mother Nature. I was given every possible attention and handled with the greatest care. I was properly transported from my tropical home, properly trucked, properly ripened, and properly protected all along the line. Now I am ready to transfer this energy, this goodness, and this health of mine to the little tots who need it so badly. And so, my friends, *adios!*

MISS MATTIE M. GIBSON, Superintendent of the Children's Hospital at 13th and W Streets, Northwest, in writing to Mr. Edward Yonker, President of the Sanitary Grocery Company, and to Mr. Miley, when the Traveling Bunch was delivered to the Hospital, said:

> Please let me extend to you the Hospital's most cordial thanks for the gift of truly wonderful bananas. You can, perhaps, imagine the children's delight for nobody in the Hospital, grown-up or child, had ever seen such a big bunch.
>
> Some of the children had their pictures taken with the lovely bunch and yet again showing each holding a banana in his or her hand. But the second picture was rather hard to obtain inasmuch as the little ones thought it much better

judgment to eat the bananas immediately rather than to waste time posing with them.

It all proved a most happy occasion for the children and a diversion of that sort means more to them than you can know. Many of our children have long periods of convalescence and it taxes our resourcefulness to put enough bright spots into their days to keep them from becoming tedious to them.

We thank you warmly for having furnished these little sick ones a happy afternoon and I am sure it would have afforded you great pleasure could you have seen how delighted they were.

Three of the little convalescents of the Children's Hospital and their pretty nurse. Through Mr. Miley's generosity the Traveling Banana brought sunshine into the lives of many such little ones

To this gracious letter Mr. Miley promptly replied:

It was indeed gratifying to learn how much the children enjoyed the Traveling Bunch of Bananas.

To bring a little sunshine into the lives of those who are ill always makes one feel that he has done something worth while, and especially is this the case when children are concerned—those to whom life should still be a playtime and who find it so difficult to occupy themselves during the period of convalescence.

And so ends the story of the famous TRAVELING BANANA!

How Did You Take It?

Did you tackle the trouble that came your way
With a resolute heart and cheerful?
Or did you hide your face from the light of day
With a craven soul and fearful?

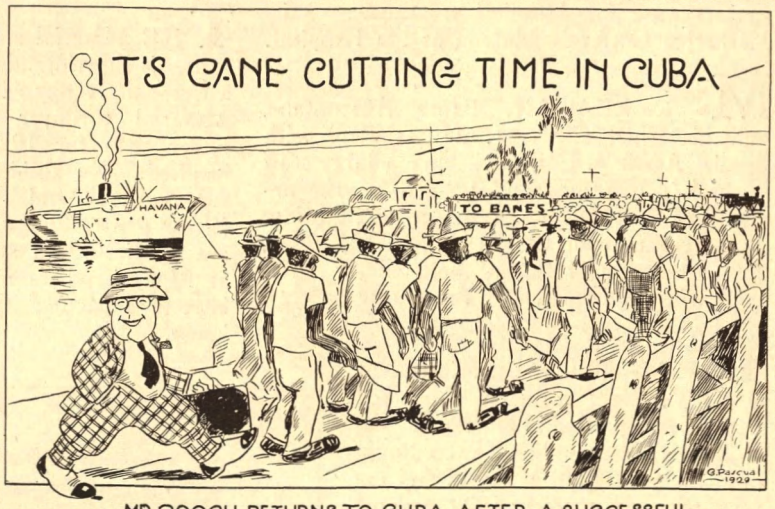
O, a trouble's a ton, or a trouble's an ounce,
Or a trouble is what you make it,
And it isn't the fact that you're hurt that counts,
But only—how did you take it?

You are beaten to earth—very well, what's that?
You must come up with smiling face;
It's nothing against you to fall down flat;
But to lie there—that's disgrace.

It isn't the fact that you're whipped that counts
It's how did you fight—and why?
It isn't the fact that you're dead that counts
But only, how did you die!

EDMUND VANCE COOKE.

From Little Red Note-Books *at* Banes



MR. GOOCH RETURNS TO CUBA AFTER A SUCCESSFUL TRIP TO HAITI IN SEARCH OF NEW EMPLOYEES

By Verson W. Gooch

Chapter II

LINKING up the Mill with the Field is the Banes Railway System—158.79 miles of track, 3-ft. gauge. G. A. Greenslade is Superintendent; G. M. Skelly, Assistant Superintendent; C. W. Diebold, Master Mechanic, and J. H. Austin, Assistant Master Mechanic. There are 4 Dispatchers; 13 Locomotive Engineers; 12 Conductors; 9 Circuit Line Telephone Operators; and 10 Switchboard Operators. The Chief Dispatcher is Eduardo Ruiz; the Telephone Supervisor, Joaquin Lopez; the Chief Clerk, Eugenio Tuero. There were 22 locomotives in service in 1928; the total load handled in that year was 75,565 tons of cane; and the loaded cane car mileage was 1,378,385. Other freight than cane hauled one mile 1,880,329 tons. Over this track there are 21 large motor cars in service and also 11 Sheffield Motor Section cars.

Practically the same tonnage was hauled in 1928 as in 1926, but with a saving in 1928 of .0143 per ton mile. The factors which participated in this saving were reduced fuel consumption; the use of heavier modern units; the scrapping of uneconomical power; increased car loading; and lower repair costs for all classes of rolling stock. In October, 1928 Macabi Yard operation was turned over to the Railroad. The Banes shops have a car repair foreman and a gas engine repair man.

THE Engineering Department was formed November, 1927. M. Carrington, Division Engineer, takes charge of surveying for the Agricultural Department, as well as Banes' Streets and Parks. The Department carries 3 Assistant Engineers, 2 Instrument Men, 1 Ranger, 1 Draftsman, a Clerk Timekeeper, and a Surveyor of Streets and Parks. Resurvey work in 1928 was made on 13,450 acres—cane pasture, building lots, other land, re-running and maintaining boundary lines, 15 loading sidings on railroad, and the sewer system of Macabi Village. A complete check of squatters was also made. The Department has reduced the expense of Banes' Streets and Parks. Banes Village, the Company reservation, has been called the Company's most beautiful tropical village. Personally, I believe there is a lot to that claim.

THE Medical Department, under Dr. J. R. Ariza, offers these comparative figures on Hospital admissions:

Admitted to Banes Hospital

1926	3963	cases
1927	2149	"
1928	1700	"

This Department conducts an active malaria campaign, using both plasmochin and quinine treatments. Malaria is no longer the

major cause for Hospital treatment. Miss Katherine Cotter is Matron at the Hospital.

M. J. REAGAN, Banes Accountant, and his Chief Clerk, J. M. Dudley, with Special Agent J. Campaña, have a large staff of both young men and women on the accounting floor of the Main Office Building. Mr. Reagan reports to Mr. James O. Posey, Accountant Supervisor of both Sugar Divisions with headquarters at Preston.

THE Merchandise Superintendent is R. V. Sara, formerly connected with Preston and Guatemala Divisions. He accomplished exceedingly fine results in 1928 at Banes and expects to repeat them in 1929, assisted by Dario Fernandez, a former Company merchandise man, who has taken over the wholesale expansion details. The Merchandise Staff at Banes is composed 95 per cent. of Nationals and 7 per cent. of Anglo-Saxons. The Misses Alicia Font, Harriet Williams, Ann Malia, Louise O'Hara, Edith Austin, Silina Nicolar, Lillian Walsh, Elvia Pino, and Cecelia Font are attached to the Accounting Department in clerical or stenographic capacity. The Señoritas Elena Ruiz, Maria Julia Perez, Dulce Navarro, Juana Garcia, Anna Freyere, Caridad Pupo, Maria Coronell and Elvira Puig assist in the Merchandise Department.

BANES' Construction Department remains under the supervision of W. P. Hiscock, whose office location is the Merchandise Building. This Department handles the new Company laundry installed in the most complete laundry building we have in the tropics, and is under the supervision of L. T. Cooke. New buildings built during the past year include the school for Anglo-Saxon children of Banes; guano and *yagua* houses; 50 redwood houses, etc. The latter have Royal palm leaf roofs for the better class of laborers. The houses are 16 feet by 30 feet and contain 3 bedrooms and a living room, a 6 by 12 foot porch roofed with galvanized iron; and a 10 by 10 foot kitchen annex. The Construction Department also handles electric, water and sewer, and fire department services. The Assistant Superintendent of the Department is N. A. Meister and the Building Foreman is W. H. Cameron.

THE Material and Supply Department of Banes is superintended by Max Lesser, surely a Company veteran if we have one anywhere. Material turnover for 1928 was slightly lower than for 1927, due to less material handled. No accidents for the Department for the year and the fine inventories Mr. Lesser generally has. Assistant Storekeepers are A. Easterlind at Banes, and F. Flandry at Macabi, where much M & S material is kept in a particularly well-maintained warehouse.

Merchandise truck constructed in Banes Shops

BANES' Marine Department is handled by Superintendent J. J. Svenningsen at Embarcadero on Banes Bay, across from Macabi Mill, where all deliveries of incoming freight are made. Here is the home port for our Company tug *La Criada,* a full-size powerful U. S. tug used in warping and towage through El Cañon. If you want to see about the last word in Company marine care and spotless condition, go over this tug, whose Commander is Captain Berga. This Department in 1928 entered and cleared 50 ocean-going vessels, 42 schooners, and 89 miscellaneous craft.

Mr. Mitchell has had developed at Banes a tractor service cart for providing tractors with fuel and oil in the field. The car holds 100 gallons of fuel; 5 gallons each of cylinder and transmission oil; 1 funnel; 1 filling can; and 1 tool box. The entire cost of the car enclosed and theft proof, with frame of light angle-iron, and with sides, top and bottom covered with 1/16 inch sheet iron, was approximately $100. I notice here a fine

new pay car entirely constructed in Banes shops with details in Mr. Mitchell's Annual Report to go to other Divisions. An all-steel car. Detailed information on the Banes locomotive feed water heater will be available for other Divisions in 1929. Mr. Mitchell finds that California redwood offers a soft workable lumber with no knots, which is worked with less waste than other woods. He has used this wood in his Banes building program for some fifty houses. The claim is made that ants will not attack redwood. Buildings made of it will not deteriorate whether painted or not and are noted for long life. Galvanized nails must be used. The cost compares favorably with 85 per cent. heart yellow pine. A Banes standard refrigerator, made of mahogany, cedar lined with galvanized iron insulated space, filled with cork costs complete in the carpenter shop, $57.43. Mr. Carrington is using pyrolin for all farm tracings instead of the usual tracing cloth. Advantages —ease of revision and insects do not attack.

Banes has 25 per cent. of the 1929 crop in *coloño* cane, the purchase price of which varies with the price of sugar. Banes is getting fifty 20-ton cane cars for the 1929 crop. The close proximity of Macabi's warehouse to the dock suggests the installation some day of a sugar-conveying system handling sugar direct from storage to boat.

A report on holdings of the Company's Stock Subscription as of October 31, 1928 in the Banes Division showed Cuban employees the largest stockholders both as to number of shares and individual stockholders.

These happy kiddies are in charge of Mrs. M. J. Reagan (top row center) at the American School at Banes

Typical thatched cottages assigned to laborers of the Los Angeles District

The second school year in Banes' Anglo-Saxon school started with 17 pupils—Mrs. M. J. Reagan, teacher. Small schools are being planned through the *campo* for children of Cuban laborers.

Banes' Safety Committee, composed of five Department Heads, reduced Division accidents to a low figure in 1928 by placing guards about moving machinery, railings on elevated platforms, posted placards, and the distribution of goggles, gloves, and first-aid kits. Banes' complete house-to-house census will furnish a close check on permanent labor supply; will facilitate the eviction of undesirables, and will insure the use of houses to the best advantage.

In Banes, livestock additions in 1928 were saddle stock, breeding heads, heifers (both Jersey and Holstein), and fancy mules from the U. S. A. No work oxen were purchased but a new Southdown ram joined the sheepfold. 61 Holstein cows at present compose the dairy herd. Pastures are mainly guinea grass. 400 animals were sold in 1928. A modern bottling and washing plant, conforming strictly with Government sanitary legislation, is conducted at Banes' dairy quarters.

THIS little sketch has done some traveling It was started at the old Dominican Division, Sosua Plantations, San Domingo, on February 20. It took increased size a week later at Port d'Paix, Republic of Hayti, under the shadow of Tortuga, where Captain Blood lived, and now, at Saetia, Cuba, on March 2, it is getting final attention. Saetia, where the laurel trees spread their shade almost out

It looks as though work might be real recreation to Mr. R. Sara, Superintendent of the Merchandise Department surrounded as he is by this bevy of beauty
Back row, left to right: Elena Ruiz, Maria Julia Perez, Mr. Sara, Dulce M. Navarro, Juana Garcia
Bottom row, left to right: Anna Freyere, Caridad Pupo, Maria Coronell, Elvira Puig

to the *Camden* bunkering here, at the head of Nipe Bay (one of the world's largest sheets of inland water), for Port Limon. Saetia, where tonight the Nickersons and I will spend a quiet Saturday evening. Saetia, the home of "Bedelia," Nick's Ford and late traveling companion in all this heavy midnight business of getting the *Camden* away. Captain and Mrs. Hansen came ashore to see me—a distinct compliment on the Captain's part, for he is the most "stay-aboard" captain in the Fleet. When I visited his ship I found Hernando Gonzales, probably our oldest Chief Steward so far as length of service goes, for he was on the *Dallas* way back in the days of the "Macheco Fleet." New Orleans people all know Hernando. The *Camden* carries the only Hyde windlass of the *Flota Blanca.* Nick did get a few minutes to himself after the *Camden* left the dock, although Messrs. Urbino and Jones were sure she was coming back to see him again. But, finally, Captain Bryn came in on the *Hogge* for prompt docking, the *Camden* slipped out to sea, and Nick called it a week and went back to his oranges. Bryn, by the way, is certainly a non-sinking sailor man. He'll know what I mean.

The smoke from Macabi blackens the horizon across the Bay, while further memories of my stay in Banes register for these concluding statements made in helter-skelter form and sequence. The *Banda Criolla* at Old Banes playing *"Mamá Inés,"* and *"Miguel los Hombres no Lloran"; the güiro, bonza, maraca, clave, bandurria* and *timbales,* each in turn in rhythmic mastery, as they change to

The young lady employees of the Accounting Department are charming
Back row, left to right: Alicia Font, Harriet Williams, Ann Malia, Louise O'Hara, Edith Austin
Front row, left to right: Silina Nicolar, Lillian Walsh, Elvia Pino, Cecelia Font

House of Overseer of Saetia Island, Preston Division

"Zayas Bazen Cándel" and *"El Que Siembra Su Maiz Que Se Coma Su Pinol,"* with the *timbales* always in the capable hands of the old man with the blue glasses; the admiring crowd shaking restless feet for a *danzon.* Adam Berberich and Fred Flandry searched the town for translations of these songs but no one could make them or would. Old Antonio, the ice man of former days, salutes me again in Los Angeles Street with *"Hola!"* as he rides out to his suburban farm for the afternoon milking. Santos Y Atigas Circus, with the elephants eating sugar cane for peanuts, and Manuel Garcia, *domádor* of the lions, allowing them to get careless in their habits. Frank, the earliest riser of the Division, and the only cross-country runner. Carrington taking me to Yaguajay in "Lizzie" No. 3949, bought the year the Bradshaws came to Banes. *"Otra Loma"* was heard many times that day in the intervals of mud. It will do for a special story later. There are 209 individual *colonos* in Banes Division. Preston is almost entirely an "administration" Division, having few *colonos.* If Margaret, Percy, Duffers, and "Humbug" of the Banes Club Staff were in the States they would get large headliners on the billboards' Fall Special Number. They took excellent care of me, although Duffers was very indefinite as to when my washing, left with him two years ago, would come back. Cuba is the land of kiddies. Never less than eight in any given group They must come along by the meter system or dead season inertia.

Never another tropical trip for me without a diet list from Dr. Deeks! Dinners come too fast. Visited Sama, where Company bananas were grown in 1900, paving the way for present Banes activity. The Boca Sama faces north and south, the Avenido Hogan, east and west. El Pan de Sama is known to all sailors on this north coast. Here I found an old painting of the fruit ship *Belvernon*—1900—which you may see later in the magazine. Cosma Pruenza, at Los Angeles, in his evening session with Andres Gago, local boniface, must have rated me *muy loco,* after he was called into the office to give me the names of all the Company bulls and draft oxen. Each animal of any six or eight bull team you meet in Cuba has a name and knows it. Abogado, Mariposa, Arroyito, Grano de Oro, Negrito, Guayacan, Diablito, Malacaro, Precioso, Brillante, are some of them. The old cart drivers, such as Feline Bovero and Ernesto Cavalero, each twenty-two years at this work for the Company, are never without the long prodding iron and reams of hot explosive urge for their plodding teams. I suppose that never will Mariposa or Abogado go as fast as that favorite horse for the Grand National at Aintree, which Johnny Love is going to send me from Boston. I hope it won't be another Crossbow. Cosma showed me the pasture monarchs of his breeding here about Los Angeles—Pinalito, Honduraeño, Tolito, Bonito Azul and Gracioso.

There is sacred ground near Los Angeles, the famous Lovers' Lane, a half-mile stretch of very beautiful old Jupiter trees, overarching and growing between green guinea pastures. Here all Banes' proposals are made. In late January the trees are masses of blossoms, like a Japanese cherry season, and with a vivid Cuban sunset sifting in I passed through a riot of colors that stretched away over the green fields to the Las Marias in the distance.

Professor Matthews, of Ann Arbor, Michigan, fame, comes to Banes each year for our tree life survey and expansion program. The best results from the nursery are with *guama, piñon, Javilla, ocuje, yaba* and mahogany. Replants of teaks and cedars from nursery much more favorable for the last-named. The reforesting is chiefly for forest cover to conserve the water supply of the Banes River watershed.

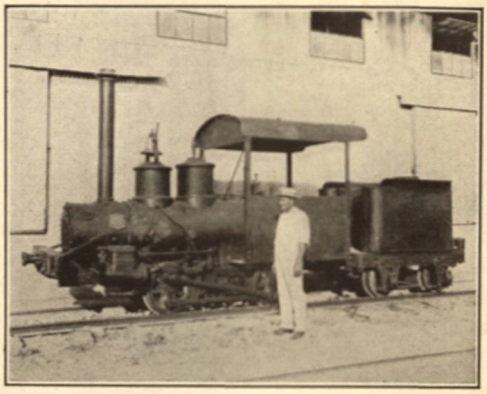
Another Company visitor for three months each year is Mr. A. L. Webre, Evaporation Engineer of Philadelphia—a world authority in his line. It would do you good to hear him say "we" when he is discussing Company problems. His book on Evaporation is the authority used everywhere.

The Company's oldest locomotive is resting peacefully in Banes' Machine Shop—Panchito Number I-1888-966 H. K. Porter & Company. She was purchased in 1899 by

the Dumois Company. Francisco Cisneros is her old engineer. This old link and pin veteran is popularly called "Panchito" because Pancho Paincero is said to have come along, picked her up bodily and put her back on the track. Don Pancho is still in active service at seventy years of age.

The strains of "Ay! Mamá Inés" are coming to me again down from the nearby *fonda de pueblo* as shadows fall at Saetia, and the Nipe Boca Lighthouse flashes taps for the day. Adios Banes.

"y Mamá Inés....y Mamá Inés,
Todos los negros tomamos café;
Que nos concedan permiso
Para cantar y bailar.
Ay! Mamá Iné..., ay! Mamá I-n-é..."



Ponchito No. 1—oldest locomotive of the United Fruit Company. Manuel Dilpre, Engineer of the old days, stands beside her. He now runs Locomotive No. 25

Transfers and Promotions

Since its inception with the October, 1928 issue, this department of Unifruitco has been read with keen interest throughout the Company. As we wish to make this list as complete as possible, those responsible for sending news items to the magazine are earnestly requested to list all transfers and promotions. Every department having news of this sort to report is expected to do so every month. Reporters are also urged to state the former position of the employee and the new position to which he goes.

Guatemala

Robert B. Longe, Division Inspector, to Assistant Superintendent, Tucurinca District, Colombia Division.

Edwin F. Taylor, to Colombia Division.

Colombia

Martin J. Scott, Acting Assistant Division Engineer, to Assistant Division Engineer.

Fletcher A. Hatch, Assistant to Manager, to Assistant to Manager, Guatemala Division.

Costa Rica

Hilton B. Richardson, to Lancetilla Experiment Station, Tela Railroad Company.

Franklin E. Hardisty, Engineer, to Colombia Division.

Victor MacMillan, to Banes Division.

Horace E. Rambo, to Panama Division.

W. W. Pate, Soil Chemist, to Panama Division.

Stephen J. Donnellan, to Chiriqui Land Company.

Truxillo Railroad Company

Joseph Welsko, Soil Chemist, to Colombia Division.

Panama

R. Paterson, Division Accountant, to Division Accountant, Cristobal Division.

E. O. Beckstrom, Cashier, to Guatemala Division.

Gertrude Hazen, Stenographer, to Costa Rica Division.

Miriam Hamblin, Stenographer, to Costa Rica Division.

A. C. F. Van Peski, Clerk, to Costa Rica Division.

W. Vorhaben, Clerk, to Costa Rica Division.

G. Olsen, Clerk, to Costa Rica Division.

W. Whittemore, Clerk, to Costa Rica Division.

E. J. Berniard, Clerk, to Tela Railroad Company.

J. E. Osborn, Clerk, to Tela Railroad Company.

J. H. Horter, Clerk, to Truxillo Railroad Company.

Ignacio Jurado, Clerk, to Chiriqui Land Company.

New Orleans

W. A. Singleterry, Clerk (for Tropical Training), to Clerk, Accounting Department, Fruit Dispatch Company, New Orleans, La.

Frank Mackensen, Purser, S. S. *Santa Marta,* to Purser, S. S. *Tivives.*

Denton E. MacMullen, Second Operator, S. S. *Toloa,* to Traveling Assistant Purser, Accounting Department.

Pedro Sanchez, Watchman, Terminal Operations Department, to Assistant Steward, Stewards Department, S. S. *Metapan.*

William L. Welch, Stenographer, Purchasing Department, to Chiriqui Land Company.

John H. Deveau, Stenographer, Purchasing Department, to Chiriqui Land Company.

Werner H. Kuhr, Freight Traffic Department, to Guatemala Division.

New York

Howard W. Koelln, Junior Clerk, Accounting Department, to Junior Clerk, Claim Department.

Harold Alprin, Extension Clerk, Freight Terminal Department, to Matching Clerk, Freight Terminal Department.

Thomas Graham, Cubing Clerk, Freight Terminal Department, to Extension Clerk, Freight Terminal Department.

Arthur D. Harvey, Office Boy, Freight Terminal Department, to Junior Clerk, Freight Terminal Department.

Charles R. White, Clerk, Accounting Department, to Auditor's Office.

Thomas E. Condon, Typist-Clerk, Cable Bureau, to Assistant Cable Clerk, Cable Bureau.

Vernon G. Goutiere, Ticket Clerk, Passenger Traffic Department, to Assistant Purser, Accounting Department, S. S. *Calamares.*

Fruit Dispatch Company

J. D. O'Meara, Assistant Resident Manager, Milwaukee, Wis., to Assistant Resident Manager, Butte, Mont.

A. A. Cox, Clerk, Charleston, S. C., to Assistant Manager, Banana Selling Company, New Orleans, La.

J. J. O'Neil, Cashier, Banana Selling Company, New Orleans, La., to Clerk, Sales Department, Fruit Dispatch Company, New Orleans, La.

T. J. Booksh, Clerk, Accounting Department, Fruit Dispatch Company, New Orleans, La., to Clerk in Charge of Accounting, Banana Selling Company, New Orleans, La.

R. Hibler, Office Boy, Accounting Unit, New York, N. Y., to United Fruit Company.

N. R. Murray, New Orleans, La., to Clerk, Accounting Department, New Orleans, La.

J. F. Durack, Resident Messenger, Amarillo, Tex., to Clerk, Sales Department, Charleston, S. C.

P. Chiavetta, Messenger, New Orleans, La., to Assistant Resident Messenger, Memphis, Tenn.

J. E. Arnett, Messenger, Mounds, Ill., to Assistant Resident Messenger, Chicago, Ill.

W. B. Roberts, Messenger, Mounds, Ill., to Resident Messenger, Pittsburg, Kans.

J. E. Grady, Assistant Resident Messenger, Chicago, Ill., to Relay Messenger, Sioux City, Ia.

S. S. "Maravi"

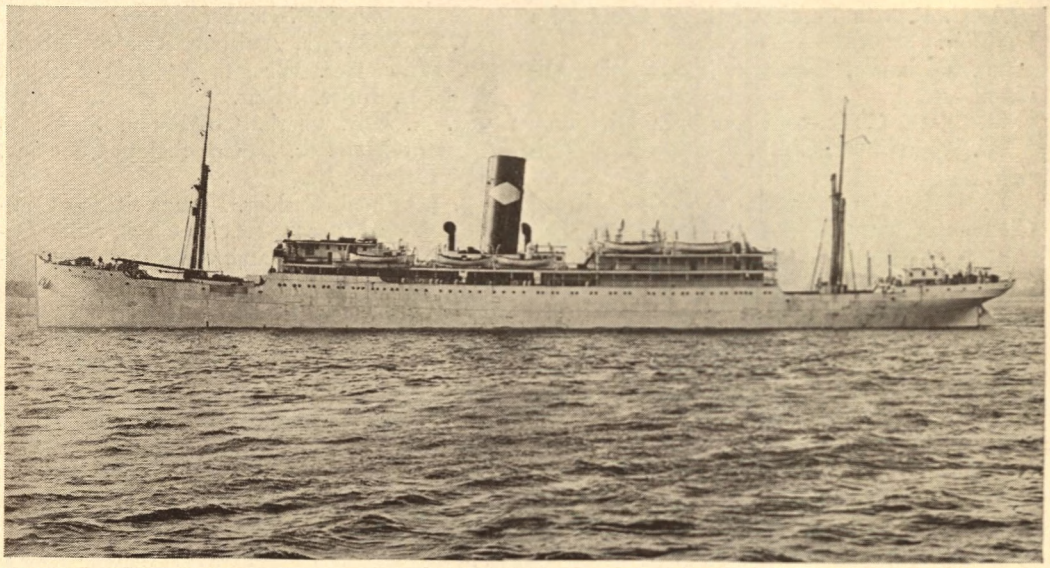
Behold! I ride the boundless sea,
And cleave the white-tipped, wind-blown wave;
I breast the storm with rugged stays—
Who says I am not strong and brave!

I toss the spray from dipping prow,
And lift a sea-washed deck agleam
To greet the sun, or storm of life,
While in my heart men toil, or dream.

For me no harbor safe, serene,
But wind-tossed waves, and storm-torn clouds;
The feel of sure hands on my pulse
Which guide my ways afar from crowds.

This is the life! The salt sea-breath
Whose magic potion binds man's soul,
And steels his heart 'gainst death and fear,
And keeps him steady to his goal.

—*Isolina Hafford*



Tales of the Great White Fleet

Steamships *Pastores, Calamares,* and *Tenadores*

Chapter Fifteen

IN his recent book "The Romance and Rise of the American Tropics" Samuel Crowther says: "Now the whole economic scene has shifted by reason of three events in the first decade of the present century. * * * the first two, taken in the order of their sequence, were the formation of the UNITED FRUIT COMPANY and the building of the Panama Canal. Each of these events has been actually of more importance than the enunciation of the Monroe Doctrine."

General Lassiter, Commandant of the military forces in the Zone at the time the Canal was under construction, sitting on the broad piazza of his house at Ancon Heights in September, 1927, said to Mr. W. M. Leonard, who is largely responsible for the preparation of this series of articles on the Great White Fleet: "The two big factors in the upbuilding of this country are the Canal and the Fruit Company."

We have seen how the building of the Canal created a new interest in the Caribbean countries, their history, resources and future. As the UNITED FRUIT COMPANY, from its years of experience, was able to pass on to the builders of the Canal its knowledge of applied sanitation, and show them how men from the North could live and work in the tropics; as its ships carried men and supplies, passengers and freight, during the years of the construction of the Canal, so, in turn, the Company profited by the new interest and larger opportunity to build its passenger service and enlarge its fleet.

We have recalled how thirteen ships, "the 5,000 ton ships," larger and better than any that had preceded them, were added to the fleet within a little more than three years, from 1908 to 1911. In 1913 came the *Pastores,* the *Calamares,* and the *Tenadores,* the Company's last word in passenger service. They repre-

sented a heightened faith and interest in the development of the tropics that have been fully justified by events. They were the largest and finest ships that sailed to the tropics and today the *Pastores* and the *Calamares*[1] are the best of the steamers that ply tropical waters and the only ones built especially for that purpose.

The three ships were constructed by Workman Clark Ltd., Belfast; gross tonnage 6,305; net tonnage 3,838; cubic capacity 178,000 feet; 470 feet long, 55 feet beam, and 33 feet deep. They were twin screw ships, with steam reciprocating quadruple expansion engines and maintained a speed of 15 knots.

The passenger accommodations and public rooms of these ships were fitted up elaborately and these features were far superior to those of other passenger ships operating to the tropics at that time.

They were 100 feet longer than the 5,000 ton steamers, had 25,000 cubic feet greater capacity, and were equipped with passenger accommodations for 36 persons more, or a total of from 80 to 116 passengers. The *Calamares* now carries 160 passengers, as in the fall of 1927 twenty-two additional staterooms were installed on her boat deck. More recently the passenger quarters of both the *Calamares* and the *Pastores* were redecorated and refurnished with a view to bringing out various color effects. New tiling was also installed and other improvements were made in the passenger accommodations of both vessels.

All three ships were requisitioned by the United States Government during the War.[2] The *Pastores* and the *Tenadores* were taken over by the Army Transport Service in June, 1917, and were in the first convoy that landed American troops in France. The *Pastores* has since held the unofficial distinction of being the first American ship to land American troops in France. The *Calamares* was taken over by the Government in September, 1917.

The *Pastores* had the honor of carrying President-Elect Harding and a party of Senators, Congressmen and newspaper men from Cristobal to Norfolk in November, 1920.

The Sandy Hook pilots always have said that the Pastores type were the easiest ships to handle that operated out of New York. In fact, to quote one of the pilots verbatim, "The *Pastores* could climb a tree."

[1] The *Tenadores* was lost on the "Ile de Yeu," off the coast of France, on December 28, 1918, while under operation by the U. S. Navy.

[2] All the ships of the Great White Fleet which participated in the War will be covered in an inclusive article to be published later in UNIFRUITCO as one of the present series.

A Coat of Tan

Owing to the large number of cases of sunburn among the employees of the United Fruit Company, some of them of rather a serious character, Dr. Deeks has suggested the following short article taken from the "New York State Journal of Medicine," as pertinent:

A SUNBURN is a certificate of a day's outing; a coat of tan is a diploma of a fortnight of leisure with the added halo of a martyrdom of sunburn to attain it. *The New York Sun* of July 3 contains an editorial on how to tan gracefully, and quotes the following rules:

"Acquire a coat of tan gradually, by repeated brief exposures to sunlight.

"Do not sleep on the beach in the direct rays of the sun.

"If your skin will not tan you are a 'heliophobe' and should avoid the direct rays of the sun.

"When fishing or sailing do not forget that water reflects the ultra-violet rays of the sun.

"In July and August protect yourself as much as possible from the direct rays of the sun if you want to avoid illness from sunburn."

The editorial proceeds:

"This is sound advice at all times; it is particularly pertinent when city dwellers go to countryside and beach. The sun's rays, if properly applied, have undoubted therapeutic value, but many recruits to the sun-tan treatment forget that overexposure may lead not only to pain but also to serious illness."

The soreness of the sunburn is evidence of skin injury and an inflammation in which there is an absorption of the dead products which produce sickness similar to that produced by a burn with fire. If people understood the cause of the sickness, an inflamed skin would be considered as evidence of foolish recklessness. It is well known that a sense of fatigue or general discomfort often follows even a mild degree of sunburn.

A Short But Adequate "Story of the Banana

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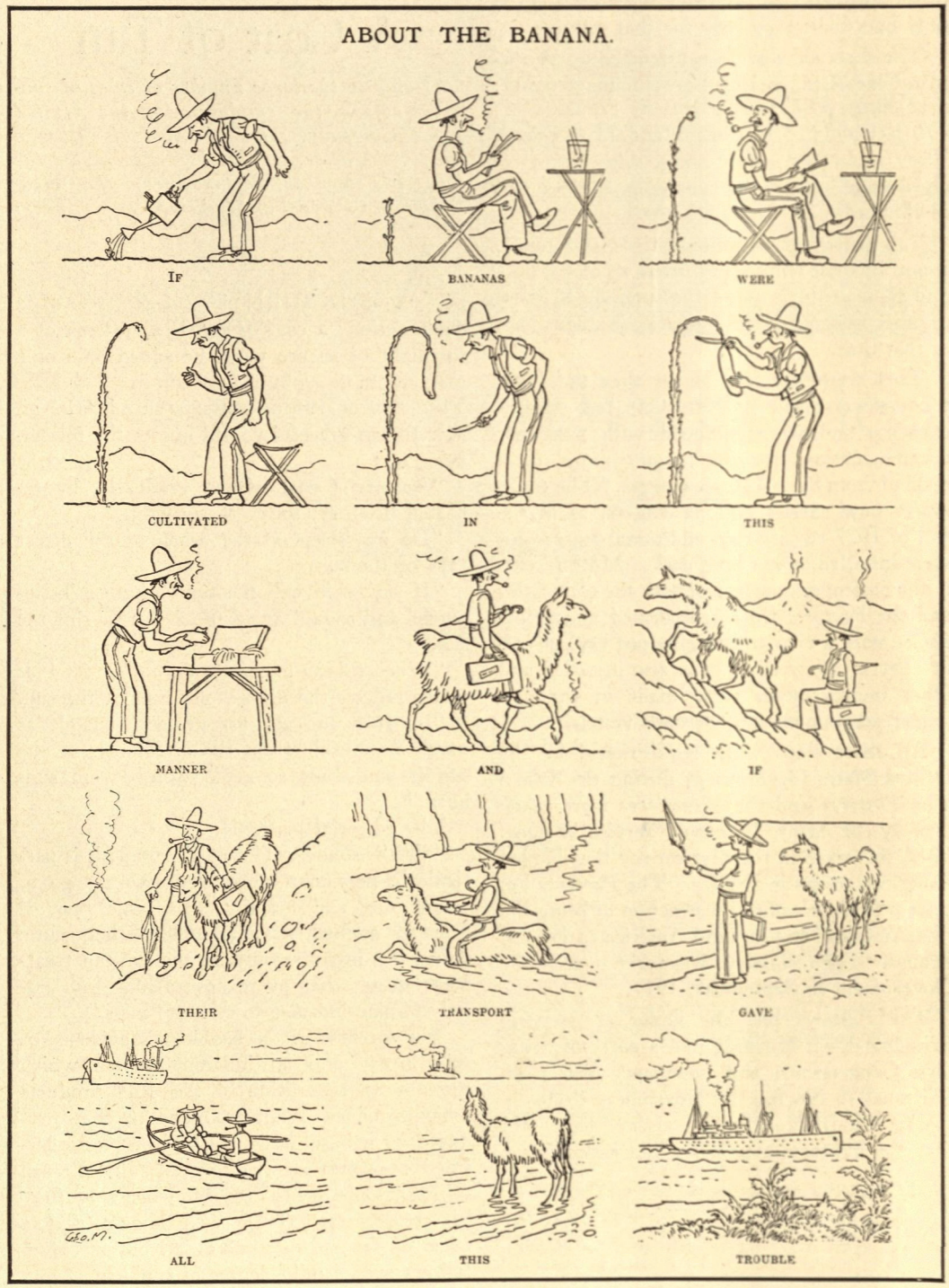
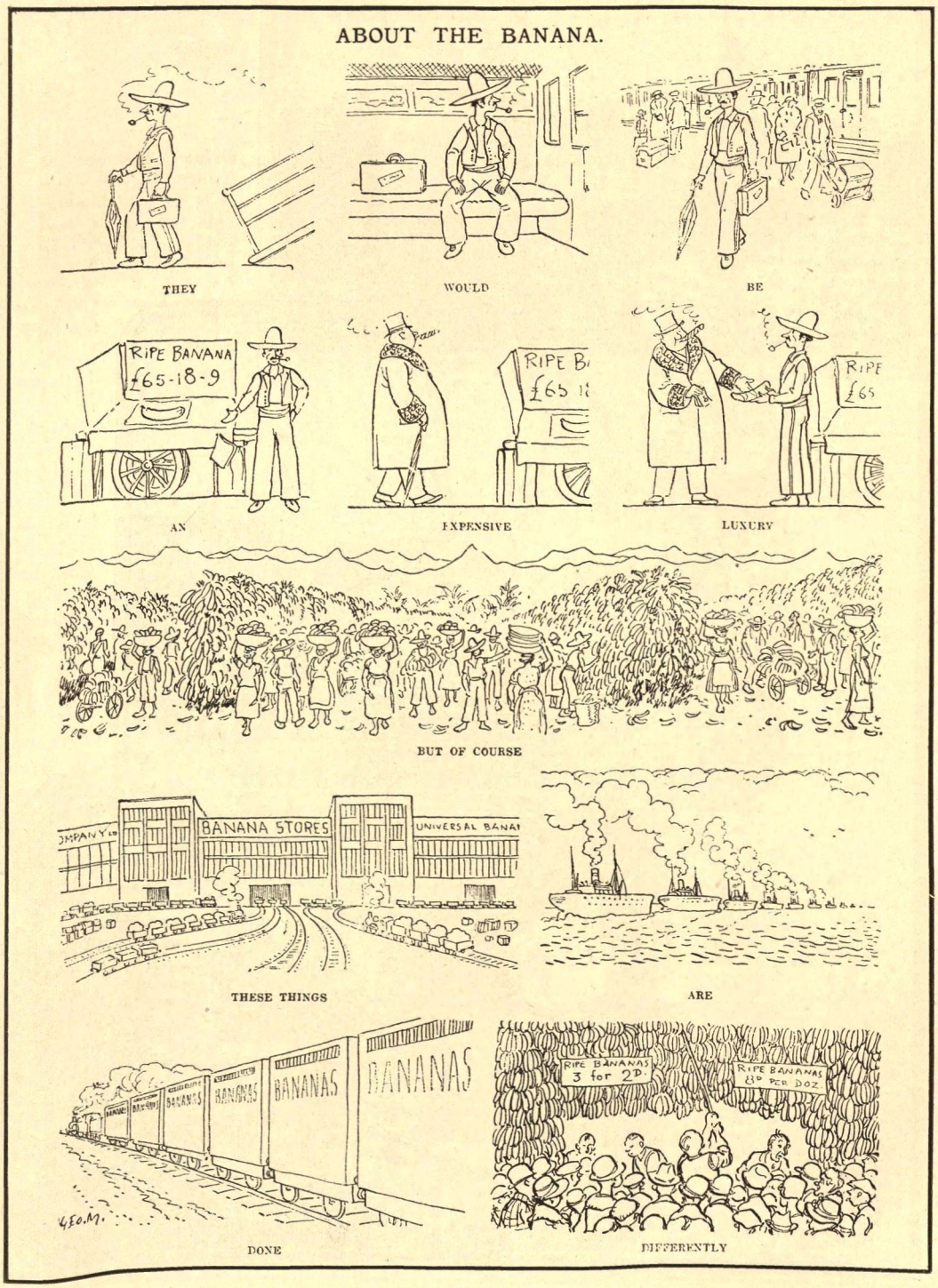
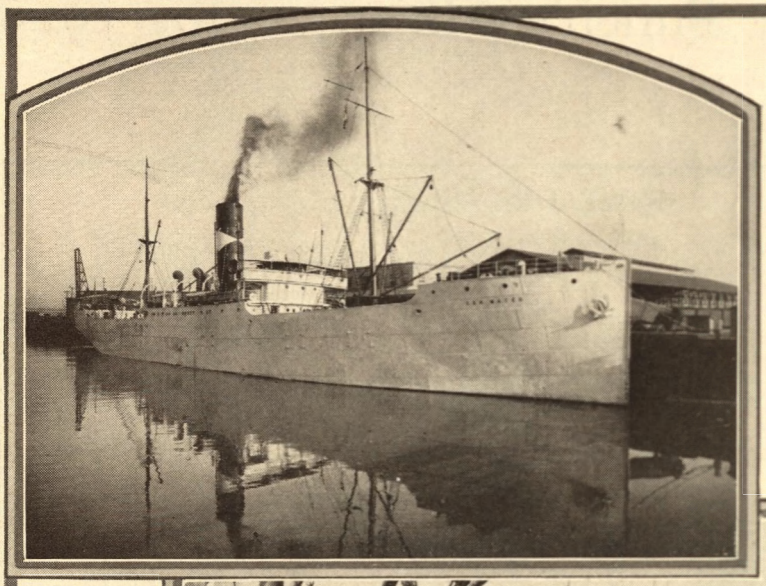


As Presented by Punch's Almanack for 1929

Proprietors of London *Punch*.





At left: The S. S. "San Mateo" at the San Francisco wharf awaits the loading of cargo for the tropics

Below: Gasoline is loaded aboard ship. It is brought to ship-side on skids and loaded on board in an airplane sling

Some fresh fruits and vegetables ready to be loaded for the Canal Zone

Care in Handling Shipments

In general the methods of handling cargo at the various Company ports are the same. This article, the third in a series, describes the operations at San Francisco

WITH over a million tons of freight transported annually over its line, the UNITED FRUIT COMPANY must operate its ports on a scale commensurate with this tremendous volume. Steamship schedules must be maintained, and where so much labor—both men and machines—is involved, time and care in cargo handling mean money.

The Freight Traffic Department in the course of its operations becomes the custodian of merchandise worth millions of dollars. The responsibility of safe delivery at destination includes an extensive series of operations in which the slightest let-down at any point is sufficient to cause loss. Close contact with the public throughout each of these steps in the transportation of freight demands good management and intelligent supervision.

Ability to enforce economy of cost through efficiency of operation should never be regarded as a negative virtue. Effort and resource are required to devise and adapt methods which are most suitable to the place and time. The man who closes his mind to the possibility of improvement is risking his complacency on the danger of excessive overhead.

While there are local variations in methods of cargo handling at the various Company ports, in general the operations are the same. There has been a gradual standardization based upon experience, and this is continuing at such a rate that the time is not far distant when methods of procedure at one port will be practically indistinguishable from those at any other. The entire process of development is characteristic of the care which the Freight Traffic Department exerts in maintaining the best possible service at the lowest cost.

When these standard methods of care are applied to thousands of tons in each of a score of ports, it means that the UNITED FRUIT COMPANY can guarantee a high degree of satisfaction to shippers on any of its routes. Good equipment, also, is a fair gauge of service; and in this connection we are showing several photographs of our terminal at San Francisco, one of the finest units of its kind so far erected, where care in cargo handling is a watchword.

The terminal has room for forty-seven cars in eight drill tracks, all of which are under cover. The office warehouse contains 20,000 square feet, and there is a 400-foot wharf. Merchandise is unloaded from the steamers and stored in the large warehouse until ready to be transported to consignees.

Picture No. 1 shows one of the ships of the Great White Fleet at the San Francisco wharf, waiting to load cargo for the tropics.

Picture No. 2 shows gasoline being loaded aboard ship. Note how carefully it is brought to shipside on skids, and loaded on board in the airplane sling which prevents strain or breakage, and eliminates possibility of damage.

The last picture shows some of the fresh fruits and vegetables for which California is justly famous, ready to be loaded for the Canal Zone. These commodities are handled under refrigeration, at a temperature of from 38 to 43 degrees, and are carefully loaded into the steamer the last thing before sailing. It should be mentioned that these fruits and vegetables are examined at the pier by the State Horticultural Inspector, and if they are not up to grade or will not stand the trip, they are rejected and either replaced or eliminated from the bill of lading.

Tramping Jake—"It's getting to be too hard work to pick up a livin' in this country. Ef it wazn't so far away I'd go to Central Ameriky. A man don't have to do nothin' there. Whole country's covered with bananas. Nothin' to do but lay under a tree all day an' eat bananas."

Rusty Rue—"Got to pick 'em off'n the trees, hain't ye?"

"Course."

"I knowed ther' was some drawback."

—*Stage Jokes*

The Ship News Reporter

By James Edmund Duffy

(Written specially for Unifruitco Magazine)

¶ Mr. Duffy, who is now connected with "The New York Telegram" is well known to all the Masters and other officers of the ships of the Great White Fleet

A GROUP of passengers returning from Central American ports and the West Indies aboard one of the ships of the Great White Fleet are gazing intently at a Government tug steaming toward them in the mist of the early morning. As the small boat approaches they observe several well-dressed young men crowded together and waving to the captain, purser and other officers of their vessel.

"Here come the Ship News reporters" sings out one who has made the trip over the United Fruit Line before, and who knows just what happens when the vessel enters her home port. He had previously advised them of the boarding of the pilot off Ambrose Channel and of what takes place when the Public Health Service doctors come aboard at quarantine. Now he is telling them about the New York Ship News reporters.

"There is little these fellows don't know about what is going on in the world" he says, as his fellow voyagers crowd around him to hear something about the party of news gatherers who are just about to climb up the swaying ladder to the deck. "Few people have the privilege of meeting the notables of the world as these men do. They board every incoming passenger liner of importance from all parts of the world, and are ready to chronicle anything that means news to them from the threatened overthrow of a foreign government to the steward's cat having a new batch of kittens."

Before he has finished his story the newspapermen are being greeted on deck by the purser. They accompany him to his office and if an interested passenger has followed he will hear a dialogue that goes something like this:

"What's new, Mac? Anybody interesting aboard? How's the old man? Encounter any bad weather coming up? Any stowaways? Births, deaths, suicides? Here we have gotten out of bed before breakfast and came all the way down the bay to get a story and ready to dish out anything you might have for us to the gullible public, and you don't come across. Things evidently are not as interesting down on the Spanish Main as in the days of the good old buccaneers."

"Don't give up hope so soon," says Mac. "After you tuck some ham and eggs and coffee under your belts I will introduce you to some of our interesting passengers. And how about a little write-up on the 100,000 stems of bananas we have in the hold? Boys, the bananas down in Costa Rica are becoming so highly cultivated that we are expecting them most any day to be asking for the latest pamphlets on the Einstein Theory of Relativity."

"If you knew how much the energetic son of sunny Italy on the corner near where I live asks for a single banana," answers one of the reporters, "you would think they were solid gold."

By the time the vessel has reached her East River pier enough news has been gathered to offer to the busy metropolitan journals.

The restless and ever busy fleet of United Fruit Line vessels have brought many good news stories into port for the newspapermen. The latter are of the opinion that all crews of ships and especially the officers, and still more particularly the captain, purser and chief steward, should take a course in journalism. Then they might know what news really is. That is the great difficulty. They would not know a good story if it came up and called their attention to it.

One of the most interesting human interest stories ever brought in by a ship from a stormy, wintry sea was one that was born aboard the *Zacapa*. The writer of this article reported and wrote the story for the old *New York Herald*.

It was during the World War. The *Zacapa* was in service for the Government between the United States and French ports as a refrigerating and troop ship. She was doing valiant work for Uncle Sam, as were the other ships of the Great White Fleet, and was homeward bound from France when she encountered in mid-Atlantic one of the worst blows of that winter. I do not recall the captain's name but he did a real seaman's job in getting his vessel into port.

The heavy seas, whipped into great heights by westerly winds of cyclonic force, met the *Zacapa,* a vessel originally designed for the more placid waters of the south Atlantic and the Caribbean, as she was plugging her way homeward. She was sailing light and when the seas began pounding her the skipper knew he had to exert every bit of the ability for which the United Fruit Line masters are noted. Before the storm had abated a sea anchor had to be resorted to and only those aboard on that eventful trip realize what real seamanship was brought into play to save the *Zacapa* in a gale that wrecked more sturdy liners.

But the big punch in the story really did not concern the vessel so much as it did two of the passengers—a young mother and her infant daughter. She was the wife of a junior Vice Consul in some French city. The two occupied one of the suites. The other passengers were Army casuals and a few Government civilian employees. The storm laid them all low, its weapon being the age-old mal de mer. The concern of the captain and the other officers was for the young mother and her baby. It was at this point that a boy member of the steward's crew exhibited genuine efficiency.

The mother was so ill that she could not take care of the child. This caused her greater anxiety. The young steward took full charge of the situation. He turned the divan in the room toward the wall, thereby giving it two sides. His willing hands then cushioned it with pillows, in the center of which he placed the baby. For three days his sole concern and occupation was centered on attending the wants of the sick mother and her infant.

The young mother, entirely recovered from her illness, but still very weak, sang a song of praise of United Fruit Line ships and employees when the vessel reached New York, which should have been recorded on a phonograph record. She told of how the young steward had not only prepared the milk at the proper temperature for her baby, but had washed and dressed the infant daily. It was one of the most interesting and lovely little human interest stories that have been recorded as Ship News.

The incident aboard the *Zacapa* and other stories of more or less interest have been given to the public by Ship News reporters since the beginning of daily papers in New York. In their everyday life these men meet the world's notables. They have talked with Queen Marie, the Prince of Wales, Prince George of England, the King and Queen of the Belgians, Marshals Foch and Joffre, Prime Minister Baldwin, Earl Balfour, Ramsay MacDonald, Lloyd-George and hosts of others among the great of England; Briand, Clemenceau, Viviani, Herriot and Caillaux of France; notables in literature, art, statesmanship, the opera, the prize ring, financial circles and the church of Europe.

When the late President Roosevelt returned by way of Europe from his explorations it was the Ship News reporters who first greeted him. Roosevelt beamed on these men, some of whom were his personal friends, and there on the deck of the ship he coined a phrase that has since stuck to these news gatherers.

He christened them the "Out-posts of American journalism."

Those who deciphered this puzzle picture published last month found that it contained the words "Fruit Dispatch"

At dinner she had a doctor on either hand, one of whom remarked that they were well served, since they had a duck between them.

"Yes," she broke in, "and I am between two quacks."

Then silence fell.

Havana

MR. PAUL J. MILLER, pier superintendent at Havana, Cuba, and Mrs. Maria Cristina Fitch of San Jose, Costa Rica, were married in St. John's Church, West Orange, New Jersey, on June 27. The Reverend Edward Herron performed the ceremony. Mrs. Mary Riley, a sister of the bridegroom, and Mr. Ralph Keating, were witnesses. A wedding breakfast followed at the Miller home in West Orange.

The bride is the daughter of Carlos Herrera and Elena De Herrera of San Jose, Costa Rica. Before transfer to Havana, Mr. Miller was attached to the New York Division, where he has a host of friends.

After an extended automobile trip, Mr. and Mrs. Miller sailed on July 20 on the S. S. *Ulua* for Havana, where they will make their home.

F. J. Ryan, erstwhile of the Guatemala Division and before that Colombia, was recently transferred to the Accounting Department of this Division. He is right at home in Spanish and has proved a valuable addition to the Havana Staff.

Bill Douglass, formerly Chief Clerk of the Havana Division Accounting Department, was a recent intransit passenger en route to Port Limon. We were all glad to see Bill again and apparently the sentiment was mutual.

We were also glad to have the opportunity personally to extend congratulations to Kenneth Osborne, en route northbound on vacation, on a reported coming event of importance.

After having rendered three years of particularly meritorious service in a stenographic and secretarial capacity, Miss Inez Ross resigned effective July 1 to return to her mother's home in Seattle.

Frank MacMahon, Division Freight Agent, is a summer bachelor, Mrs. MacMahon having recently left to spend several months with relatives in Canada. Mac says his apartment at night is as bright and cheerful as a morgue.

Mr. Frank S. DuVinage, son of our Division Manager, after two years with the Singer Sewing Machine Company in Peru, recently arrived in Havana, having been transferred to the Havana Office of that Company and promoted to a responsible position with the Accounting Department. A particularly pleasant feature of the change was that it was entirely unsolicited.

While in Peru, young DuVinage's duties required his covering a lot of territory and his traveling was chiefly by airplane.

Mr. and Mrs. Frank DuVinage have taken a pleasant apartment in the Menédez Building. Oh, yes, he returned a benedict.

Mr. C. M. Echeverria, our "Charlie," of the Passenger Department, is justly proud of the record made by his boy in the South Kent (Connecticut) School the past year.

Beside securing the highest percentage of any pupil in the school, honors conferred upon him were his election to President of his class and Editor of *Pig Tail,* the school paper.

Dr. Orestes Ferrara, Cuban Ambassador to Washington, who has been in Havana for some time, returned to New York on the S. S. *Toloa, July* 17.

Other prominent passengers who arrived at or departed from Havana on our steamers were:

S. S. *Parismina* from New Orleans, June 2:

Mr. Charles W. Fox, Vice President, Whitney-Central Trust & Saving Bank, New Orleans, arrived.

S. S. *Pastores* from Cristobal, June 5: Colonel Harry Burgess, Governor of Panama, arrived; also Dr. Nicolas Selane, Head of Sanitary Department, Republic of Panama, and family.

S. S. *Heredia* from New Orleans, June 10: Mr. F. Todd, United States Commercial Attaché to the American Embassy, arrived.

S. S. *Ulua* from Cristobal, June 12: Sr. Cristobal Rodríguez, official of the office of the Latin-American Department of the League of Nations, arrived.

S. S. *Atenas* from Puerto Castilla, June 12: Mrs. Inez Hinderman, daughter of Vice President Ellis of the UNITED FRUIT COMPANY, and family, intransit to New Orleans.

S. S. *Ulua* for New York, June 13: Dr. G. E. Cubas, connected with the El Mundo and the Tropical Insurance Company; Mr. Arturo Tinoco, Chargé d'Affaires of Costa Rica at Havana; Mr. J. M. Gonzalez, Cuban Consul at Boston; Mr. and Mrs. G. A. Ward; Mr. and Mrs. A. J. Kelm.

S. S. *Cartago* from New Orleans, June 17: Dr. H. K. Taylor, in charge of Southern Methodist University, Dallas, Texas, with party of 40 students on cruise.

S. S. *Toloa* from Cristobal, June 19: Mr. H. S. Blair, Manager, Chiriqui Land Company, Panama.

S. S. *Ulua* from New York, June 26: Dr. D. F. Reeder, connected with Herrick Clinic, Ancon, C. Z., and two daughters. The party embarked the same day on the *Parismina* for Cristobal.

S. S. *Calamares* for New York, June 27: Mr. S. Friedlein and Mr. J. Campa, Havana merchants, embarked, to spend several weeks in the north. Also Captain Clark, American Army Officer.

S. S. *Cartago* for New Orleans, June 29: Colonel Morales Coello, Military Aid to the President of Cuba, and family; Colonel Eugenio Silva of the Cuban Army with a party of 24 Cuban students en route to North Carolina and Washington.

Colombia

THIS Division received a very pleasant surprise on Sunday, June 2, in the person of Miss Muriel Belyea, newly arrived secretary for the (as usual fortunate) Executive Department. Señorita Belyea is originally a Maine daughter, but comes to us from Dorchester, Mass. She is a graduate of the Chandler Secretarial School and from the point of view of an humble reporter she is *muy dulce;* in fact Mr. Penney of the local Radio Station agrees with us to the extent of giving up his usual rations of condensed milk, a habit to which he has been addicted. If it were not for the fact that Miss Belyea informed us that she has no spare photos we would most gratefully reproduce one. We are sure that she has found a happy home for the time being and from all indications everyone is disposed to make it so for her.

The Agricultural Department has received two "neophytes" in the persons of Mr. Hayden W. Chase and Mr. David H. MacLean. Mr. Chase comes to us from De Pauw University and Mr. MacLean from Middlebury College. Both are attached to the office of the Superintendent, Mr. Maclaurin.

We welcome to our midst Mr. Ralph W. Cram, and we assure all other tropical divisions that the Tela Railroad Company will not be so vociferous about its baseball team in the future.

Mr. Walter A. De Freitas, another ex "Tela-ite," is also with us. Former Tela men here celebrated the occasion of his arrival.

Mr. Edwin F. Taylor arrived here on Monday, June 10. He is a transfer from the Guatemala Division.

Another new arrival is Mr. Joseph Welsko, soil chemist, transferred from Puerto Castilla.

Mr. M. J. Connelly and Mr. James J. McGovern, from the General Office, paid us a short visit.

Vacations:

Miss Nona Corbett of our hospital staff sailed on the *Sixaola* June 5 for the States on vacation.

Miss Gertrude Dunning returned to the hospital on the *Bayano,* June 10, from her leave, spent in Jamaica.

Our good friend, Mr. Jack Keil, is off for a vacation to England, and we know he will enjoy every moment of it. Jack is one of our oldest employees and deeply interested in all branches of our business.

Sports:

On May 27 the United Football Club entertained the team from the S. S. *Coronado,* the result being a draw of two goals all. Jones scored both goals for the home team. The line-up of the home team was: Graham Jr., Law, Bermudez, Ker, Ellison, Harvey, Ross, Jones, Wall, Whybrew, McLean.

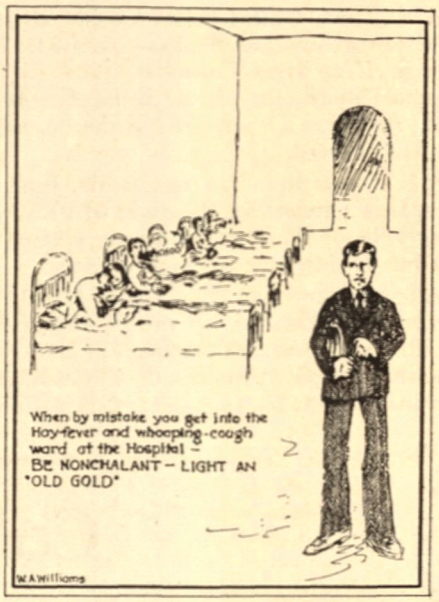
Captain Bower, Commander of the S.S. *Patia,* brought his Cricket Eleven ashore on May 30 to try out the strength of the United Football Club at the "summer game". A very interesting struggle ensued and the result was a win for the footballers by only two runs, the scores being 59-57. Cadet Leach bowled exceedingly well for the ship and came out with the fine analysis of 7 wickets for 18 runs. For the winners Wall hit a merry 31 (including one six) and the bowling honors were shared by Jones, 5 for 15, Lewis 3 for 8, and Wall 2 for 14. Team: Wall, Captain; Lewis, Jones, Whybrew, Ellison, Law, Ker, Disney, Ross Bakker, Platt.

The following did duty against the S. S. *Bayano* at soccer on June 10: Ellison, Reynolds, Downing, Ker, Lewis, Law, Ross, Jones, Gregory, Wall, Whybrew. This was the only occasion this year on which the homesters were able to field their strongest possible side and the ship's team was decisively beaten by 5 goals to nil. Jones (3), Wall and Gregory scored.

Bridge is rapidly becoming our favorite indoor sport. Bridge parties are too numerous to enumerate, but among those who gave such parties recently were Mrs. Lippard, Mrs. Clapham, Mrs. Kansas, and Mrs. Mack.

On June 3, H. B. M. Vice Consul, Mr. George H. White, presided over the celebration held in honor of the birthday of his Majesty, King George of England, in the customary manner, on board the Elders & Fyffes S. S. *Greenbrier* (formerly the German Raider *Moewe*).

At Bolivar Mrs. Orlando L. Flye gave one of the loveliest parties held here in a long time. With the aid of Mr. Frank Hill (at the radio) we danced to music played in New York. The entire evening, thanks to Mr. and Mrs. Flye and family, was a wonderful success.


When by mistake you get into the Hay-fever and whooping-cough ward of the Hospital –
BE NONCHALANT – LIGHT AN "OLD GOLD"
W.A.Williams

Hospital:

On the *Sixaola* Mr. K. C. Brewster, jefe of the hospital laboratory, returned from the States. While there he made a little side trip by car from New York to New Mexico and return—some six thousand miles—six days from New York on the out trip and five on the return.

Our General Sanitary Inspector, "Joe" Corrigan, left for other parts after spending several weeks here. Things are quiet now. The famous "dipper" went with him—placed under his pillow for safe-keeping, we are informed.

Dr. Rafael Saenz arrived on the *Zacapa* from an extended trip to England and France, returning by way of Costa Rica. He was welcomed back heartily, and, if appearances are an indication, had an enjoyable time, as he is looking very well. Dr. Saenz reports Paris as being quite some city, but handicapped by the fact that nearly everybody insists on speaking French.

Departures and arrivals:

The S. S. *Santa Marta* took away from us our good friend, Mr. Fletcher A. Hatch, who goes to Guatemala attended by every good wish for his future success.

The entire Division congratulates our Superintendent of Agriculture on the recent arrival of his new "timekeeper," Allister James Maclaurin, born 3:10 P. M. Friday, June 14, 1929. Young Allister looks a typical Scot minus kilts.

Mr. Sam Kress arrived on the *Santa Marta* clad in breeches and puttees, ready for his trip up the line, which, he tells us, he thoroughly enjoyed. Come again, Sam; we enjoyed every minute of your visit.

Mr. Martin J. Scott, formerly of Honduras, has been promoted from Acting Assistant Division Engineer to Assistant Division Engineer.

Mr. Robert Bernard Longe, newly appointed Assistant Superintendent of Tucurinca District, has arrived here. Mr. Longe was formerly Division Inspector, Guatemala.

Mr. Franklin E. Hardisty has returned to us from Costa Rica. Welcome home, Hardie.

El Prado Golf Club

Santa Marta 9 Holes—2218 Yards—Par 34
(10th and 19th Holes Within Easy Walking Distance)

AUTOMOBILES are almost a household necessity in Santa Marta. Even our caddies use them, which goes to show what a successful Club we have. To be sure, the caddy is generally to be seen hanging on behind, but that does not in any way impugn the sincerity of his predilection. Still, when one hears a caddy yell "Ford! Ford!!" on the golf course, it doesn't indicate that he's calling for a car; he's only echoing the warning shout of his patron (for that's what it sounds like to him) and passing along the information that a small, round, white, or brownish missile is about to hurtle (whence, he knows; whither, he can't even guess).

We really have an enthusiastic lot of all sorts of golfers, who are, every one of them, thoroughly appreciative of the cordial support given us by the Company. From Mr. Doswell down, every Manager has realized the value of the game in the general hygienic scheme of the Division, and the management cooperates substantially in the upkeep of the course, which is entirely within the Company compound, "El Prado". The horse is a back number. It's now the outside of a golf ball that's the best thing for the inside of a man.

We number about forty; can be divided into at least seven classes; use about ten different types of club; and some there are who opine that a "Bucyrus" would be useful on 3 and 8 if handled with the vocabulary of a Panama shovelman. Hence we play a temperamental game, and are vocally impulsive and inventive. Several of us could be named as excelling in both respects; but why make invidious distinctions?

Mr. Hatch's assignment to another field of activity left us without a President, and we had to get us another; so a meeting of the Club was held on Sunday morning, 24th instant, and Mr. Honiball—almost our oldest and most consistent player—was unanimously elected, with Mr. Lippard as Vice; and the Messrs. Thompson, Mathison, and Slane were elected Secretary, Treasurer, and Chairman of Greens Committee, respectively. A liberal scale expenditure (out of Club funds) on fairway and greens was authorized, and we look for constantly increasing interest all around. A Membership Committee was also appointed —Mr. Gonyer, Chairman—to impress upon non-players and new-comers the wisdom of joining us in the pursuit of health, happiness, and descriptive epithetic inventiveness. Prizes may be offered for the last.

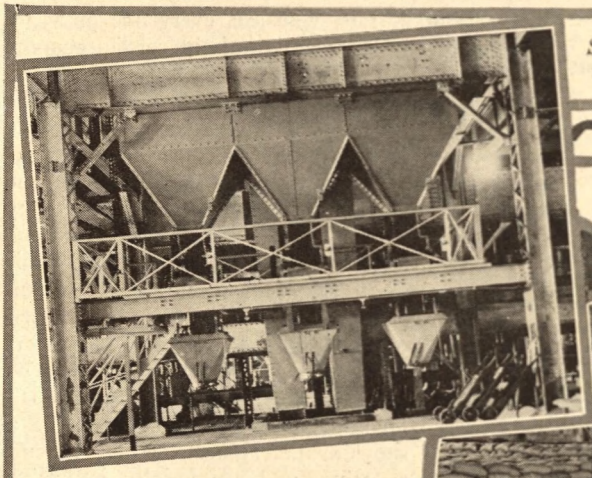
The "late unpleasantness" upset a projected tournament with the Barranquilla Golf Club, but we hope soon to arrange for it and are confident of making a good showing in both men's and mixed play, as a number of Prado ladies (matrons and spinsters) are out nearly every day and turn in encouraging scores.

Later reports may descend to personalities; but as all articles will be signed, the Editor of UNIFRUITCO will be relieved of all responsibility for their tenor if published.

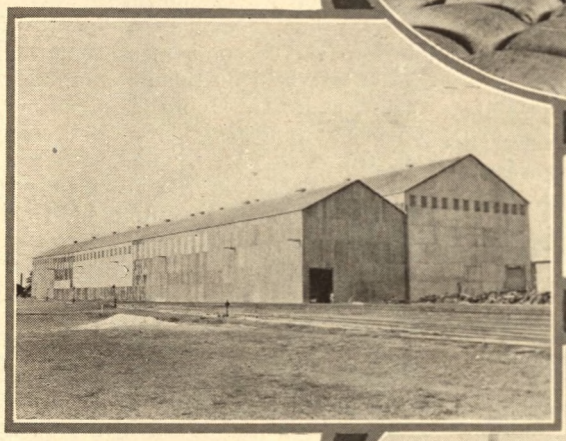
—E. A. OLIN

A Londoner took an American to see "Hamlet." "You sure are behind the times here," remarked the American. "I saw this play in New York four years ago."

—Old Colony News Letter

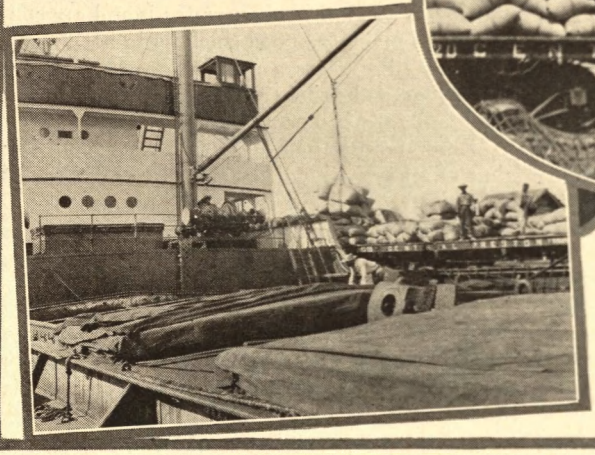


Sugar bins and automatic scales where the sugar is bagged

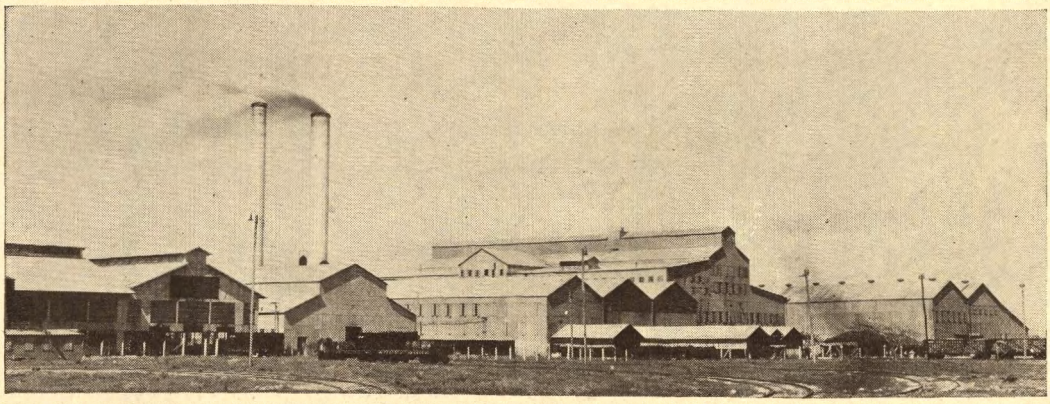


Above: Sugar bags in warehouse piled twenty to twenty-four high

At left: the storehouse holds some 200,000 bags of sugar



Loading sugar from flat car to ship



The Mill at Central Preston

Shipping Sugar From Central Preston

SUGAR, one of the most essential of foods, is at present prices one of the cheapest, if not the cheapest, food on the American table, even though the tariff exacts a duty amounting at existing prices to about 80 per cent. ad valorem on this product from Cuba.

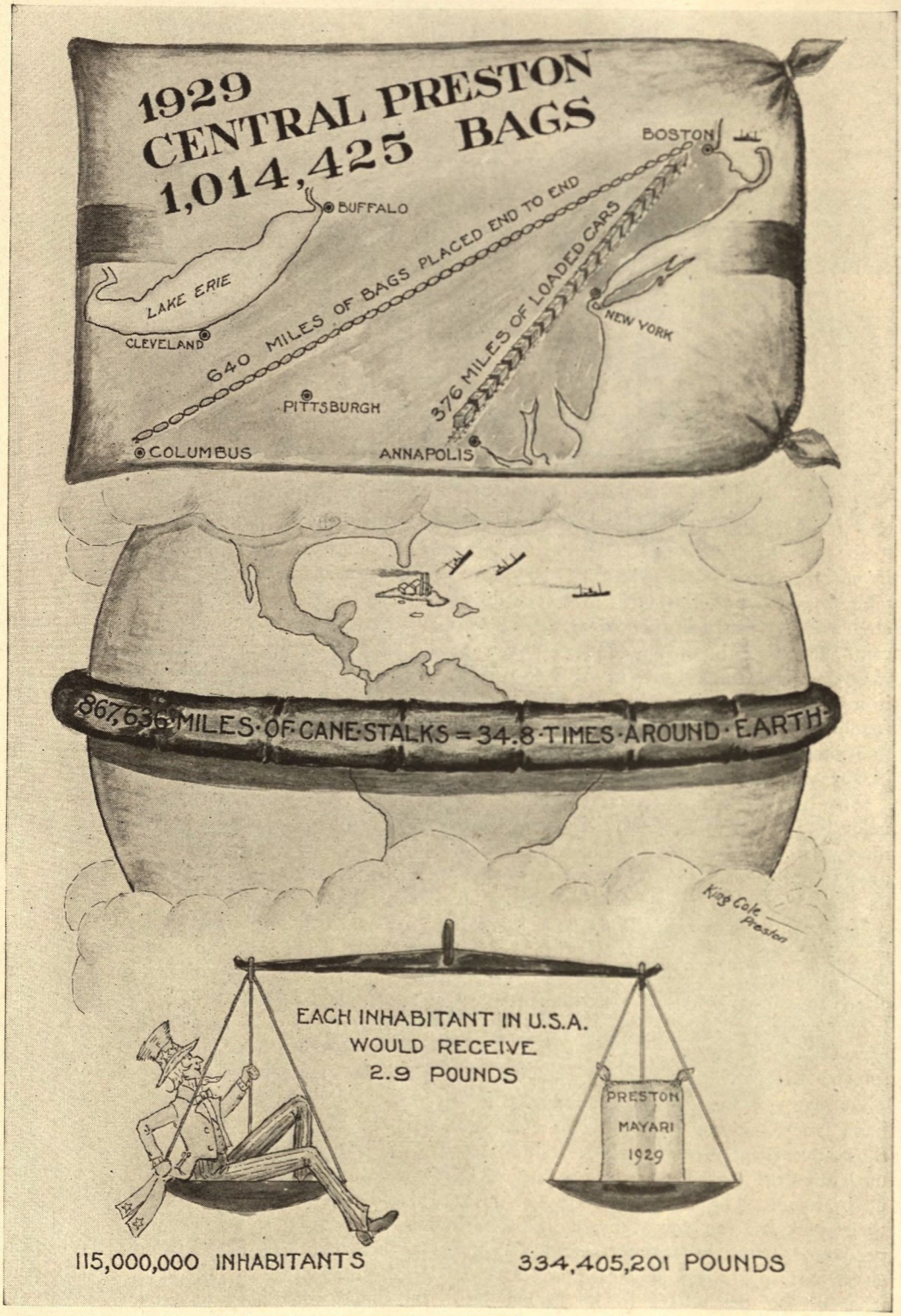
Owing to the importance of sugar as a food it may be of interest to those who are not familiar with the shipping of this product to understand in a general way how it is handled in Preston.

The bags in which sugar is shipped are made in India of Jute fiber. The size commonly used is 30″ x 50″, and the bag, when properly filled, contains 325 Spanish pounds or 329.65 English pounds. From Preston, as well as from practically all other mills, sugar is shipped in these bags in a form known as "raw sugar." This class resembles very closely in appearance and taste the ordinary brown sugar sold in the American groceries, except that the crystals, or sugar grains, are somewhat larger.

As soon as a bag is filled it is wheeled in a hand truck, one bag to a truck, a short distance, averaging probably 150 feet, and left upright on the floor; the open top is then sewed up by hand. The bag sewers are experts at their work and can sew at a rate of 150 bags per hour. After the bags are sewed, they are either put in storage or placed on cars for transport to the wharf to be loaded into steamers. If no ship is loading, the bags are picked up by overhead cranes in slings—each sling containing four bags, and two slings usually being picked up at one time—and carried to a suitable location in the storage houses. If a ship is loading they are placed on flat cars, each car holding about 120 bags.

In storing the bags, they are piled flat, one on top of the other. New bags may be piled to a height of twenty-four bags without danger of excessive breakage. The storehouse, an outside view of which is shown in the accompanying photograph, holds some 200,000 bags. When full this represents, even with two cent sugar, considerable value, as each bag is worth $6.50; thus 200,000 bags have a value of $1,300,000.

When a ship arrives to load sugar, the overhead hoists or cranes mentioned above drop the sugar onto the flat cars. When several flats are loaded, they are transported to the ship's side, each car containing 120 bags, and covered with a tarpaulin to avoid the possibility of getting wet. When the cars arrive alongside the ship the sugar is picked up, one sling at a time (each sling contains four bags, the bags having been left in the same slings which were used to load the car in the storehouse) and dropped into the hold of the ship. One ship's hoist will handle in this manner about 364 bags per hour. When the bags are dropped into the hold, a pile is built up about waist high to a man. From this pile, as additional bags are lowered, they are


1929
CENTRAL PRESTON
1,014,425 BAGS
BOSTON
BUFFALO
LAKE ERIE
CLEVELAND
640 MILES OF BAGS PLACED END TO END
376 MILES OF LOADED CARS
NEW YORK
PITTSBURGH
COLUMBUS
ANNAPOLIS
867,636 MILES OF CANE STALKS = 34.8 TIMES AROUND EARTH
King Cole
Preston
EACH INHABITANT IN U.S.A.
WOULD RECEIVE
2.9 POUNDS
PRESTON
MAYARI
1929
115,000,000 INHABITANTS
334,405,201 POUNDS

carried on the backs of stevedores to the far corners of the hold. For this work especially strong and sturdy men are required, as although the distance that each bag is transported is short—an average of about twenty-five feet—the load of 330 pounds or so is an extremely heavy one. In an average day of 9½ hours each stevedore will move 870 bags a distance equivalent to moving one bag 4.1 miles.

The bagging, storing, and loading of the sugar on the cars is in charge of the Superintendent of Manufacture, Mr. N. V. S. Mumford, and the loading of the ship is in charge of the Superintendent of the Marine Department, Mr. J. C. Kernick.

THE following statistics relative to sugar production, Central Preston, crop of 1929, will interest readers of UNIFRUITCO:

Duration of grinding period—days	167
Bags of sugar produced.....	1,014,425
Bags per day	6,074
Pounds of sugar produced.....334,405,201	
Pounds per day	2,002,426
Cars of cane loaded	53,724
Cars per day	321
Gallons of molasses produced....	6,722,248
Gallons per day	40,253

Out of a total of 163 mills operating in Cuba during 1929, Preston ranked first in production, having produced 22.6 per cent. more than the next largest mill. This is the second largest crop ever produced by any mill in the world, and the second time that any mill has produced 900,000 bags or over. The average production of the 163 mills operating in Cuba during 1929 was 218,034 bags.

End of the Crop Dance

THE American Club was transformed into a tropical fairyland on June 18, 1929, when the Preston Division celebrated the termination of the 1929 Crop and the record production of 1,014,425 bags of sugar, made in the shortest time that a like amount has ever been made in any part of the world.

The ballroom was decorated with green cane and colored lights, and the club lawn, similarly illuminated, was arranged as an al fresco between-dance lounge.

The place of honor in the ballroom was accorded to three bags of Central "Preston" sugar. One represented the 702,181st bag made in the year 1922, this being our previous greatest production record; the second, the millionth bag made during the crop just completed; and the third, the final 1,014,425th bag.

Here we see the personnel of the Mill Engineering and Manufacturing Departments of Central Preston taken with three bags of sugar of which they are justly proud—the final bag—No. 702,181*—for the* 1922 *Crop; the bag which reached the* 1,000,000 *mark; and the final bag—No.* 1,014,425*—at the end of the* 1929 *Crop*

A topical dance program had been arranged, which read, "UNITED FRUIT COMPANY, Preston Division, Record Crop Dance, Crop 1929," and printed in red, the record figure "1,014,425 bags". The dances were labeled as follows: Guampara Swing, Cane Train Haul, Tractor Glide, Budget Blues, Mill Roll squeeze, Scalpel Slip, Centrifugal Whirl, Cane Fire Gallop, Spare Parts Extra, No Hay Special, Mitchell Screen Shimmy, Molasses Slide, Pipe Line Break, Million Bag Special, Ganga Rush, Bagasse Drag, Stevedore Hustle, Tiempo Muerto, Appropriation Misery, Traffic Tangle. Instructions at the bottom of the program read, "All Encores To Be Tag. All Dances Are Budgeted To Ten Minutes. Third Encore Requires Pink Form 4."

Every guest was presented with a sample of Central "Preston" sugar, bearing the record number 1,014,425.

A midnight supper was served and everyone sampled the "Ingenio" cake, a colossal confection depicting the Preston Mill Building and approaches.

After a record crop and a record production, the record-commemorating dance was fittingly Preston's record social function.

This is W. B. (King) Cole preparing the cartoon on the preceding page which shows the mammoth sugar crop for 1929 *ground by Central Preston. Mr. Cole is a first-class draughtsman and Unifruitco readers have reason to know that he is a clever cartoonist. Mr. Cole has had a varied career in his chosen profession of engineering draughtsman and engineer. He has worked on important jobs in various parts of the United States, and in Chile, Peru and Bolivia, before connecting with the United Fruit Company in* 1919

DR. ROLAND C. CONNOR, Assistant General Manager of the Medical Department, paid Preston a short visit, arriving from Havana on June 12, and leaving for Banes on June 18.

We were pleased to welcome as a visitor Mrs. George Francis Davis, Secretary to Mr. Franklin Adams, Counselor of the Pan American Union, Washington, D. C.

On the night of June 25 a reception was held in the Club Liceo, Mayarí, for the executives of the Preston Division. This reception was given by the citizens and officials of Mayarí as an expression of their appreciation of the work of Preston during the last crop, which resulted in Preston becoming the leader in the production of sugar in Cuba and the world. The reception was attended by the leading citizens of this vicinity. The function opened with a classical selection well executed by the Mayarí Municipal Band. This was followed by eloquent speeches by Drs. Jonás Galán and Félix Baraquiso and Sr. Miguel A. Ibarra, after which suitable mementos of the occasion in the form of diplomas were distributed to each of the higher employees of the Preston Division. Mr. Schuyler, General Manager, then replied on behalf of the Preston Division, thanking the officials and citizens of Mayarí for their courtesy and cooperation.

Music and suitable refreshments followed the speeches. The entire reception was handled in a creditable manner, and the Alcalde of Mayarí, Sr. Antonio Santos, and the President of the Ayuntamiento, Sr. Delfín del Valle, and their co-workers and members of the Club Liceo, are to be congratulated on the success of this fiesta.

She never sings the old, old songs
She shrieked in days of yore;
She never thumps the keyboard now
Until her thumbs are sore.
Alas! upon the latest grand
She never more will play—
She failed with the instalments,
And they've taken it away!

"The time will come," shouted the speaker, "when the women will get men's wages."

"Yes," said a little man in the corner. "Next Saturday night."

Guatemala

Empresa Electric Team Champion

THE Empresa Electric baseball players from Guatemala City came to Virginia for the annual contest with the Guatemala Division team. For 19 years these teams have had a friendly battle on the diamond, annually, and the Guatemala team has won the majority of the games.

The first game opened at ten o'clock with our big leaguer Frank S. Twitty pitching against Solares, and Bocock, catcher, opposing Murphy. The game was a tight one, in which the Fruit Company took a lead and held it until the Empresa Electric tied it in the sixth inning. The score was 6 to 6, and the game seemed destined to go down in history as a tie—until in the ninth inning, with two out, two strikes and two balls on the batter, Abbott on third stole home, sliding into the catcher who dropped the ball giving the UNITED FRUIT COMPANY the game 7 to 6.

In the last two games, Martinez, a very expert pitcher, was on the mound for the Empresa Electric and made Fruit Company players fan out or drive out easy pop-ups which the outfielders never dropped. Martinez has pitched against the famous Cuban team and is acknowledged to be a good baseball player. These games were so fast that Brittain, on third, receiving a throw from King, first baseman, misjudged the ball and was hit on the nose. Bocock was put out by a tipped foul ball which cracked his hand. Suarez took third for Brittain and Posey replaced Bocock. The second and third games went to the Empresa Electric. Scores 4 to 2, and 10 to 7.

The Guatemala City team had a marmoset named Michael Angelo, arrayed in a bright red sweater coat. Michael enjoyed the games and attracted much attention. All the children wanted to hold the mascot, as little Patricia Frederick in the accompanying picture is doing.

Another celebrated name was that of Murphy, catcher for the Empresa Electric, who, in spite of his name, is a Guatemalan and doesn't know one word of Irish. Miguel Odreman, trainer of the team, is a graduate of Tufts college in Massachusetts and played football against Tumey, our reliable pitcher and centerfielder, when the latter was a student at the Massachusetts Aggie. Molino, an excellent player, put a bit of clown antics into his fielding and batting which pleased the fans. No home runs were made. Crespo smacked the ball over the trees. King almost equaled this, but had to stop at third. Mr. A. King is easily the star batsman of the UNITED FRUIT COMPANY team.

Patricia Frederick entertaining Empresa Electric mascot

THE LINEUP

Empresa Electric	*United Fruit*
Palomo, 3 b	Nelson, 2 b
Alvarado, 2 b	Abbott, s s
Blanco, 1 b	Twitty, p
Murphy, c	Tumey, c f, p
Molina, s s	Brittain, 3 b
Samayoa, p 3 b	Suarez, 3 b
Martinez, c f, p	King, 1 b
Salazar, 1 b	Posey, c, c f
Solares, p	Bocock, c
Del Aguila, r f	Collmer, l f
	Thomas, l f
	Lake, r f
Second Game	*Second Game*
Del Aguila, l f	Welch, 3 b
Cranai, l f	Nelson, l f
Crespo, c f	Klain, c f

Umpire for all three games was Daniels.

THE Virginia Club held a peaceable election of officers in the Club Room on June 8. Mr. T. V. Brunkard was chosen President, Mr. Albert Schildknecht Vice President, Mr. R. W. Jennings Secretary, and Mr. Elliott Wright Treasurer-Steward.

The International Railways have an alert and progressive management. As an indication of their attention to improvements, they

have installed the famous Caproti valve gear, which is in use on only a few railroads in the world at the present time. Two engines on the mountain division of the I. R. C. A. have been fitted with this valve motion. It is similar in design to the valve and cam of a gas engine. Engines fitted with this valve are economical, operate with less vibration, develop more horsepower and have a longer life.

Mr. E. R. Girdner has finished the Entre Rios Boundary drain and moved his dragline machinery and camp to the Motagua District on Aztec Farm. It is a big job to load a dragline weighing fifty tons, and pipe lines, fuel tanks and camp equipment. But Mr. Girdner, with a smile on his face, supervises this job as though he liked it and wouldn't care to do anything else except, perhaps, manipulate the gadgets on his excellent radio set. After Toledo Cutoff job of 11,000 cubic yards is finished he will begin the excavation of dirt on the Mejia Drainage Project which consists of approximately 150,000 yards.

Mrs. G. S. Bennett, Grace, and George Jr., leaving Guatemala for their vacation in California

On Saturday, June 8, thirty-five Bananera-ites and Virginia-ites were the guests of Robbie (H. S.) Robertson at a dinner given in the Bananera Club in honor of R. B. Longe, on the event of his transfer to the Colombia Division. Longe has been in Guatemala five years, during which time he has progressed through the various positions in the Agricultural Department from Timekeeper to Division Inspector. His many friends here wish him every success in his new duties.

Tennis is very popular at Virginia and every evening the court is well attended by experts and tyros. The doubles partners, who claim they are invincible—Mr. J. W. Volk and Mr. E. A. Schuch—have withdrawn all challenges and threats until the latter returns from a vacation in Guatemala City. Mr. Volk left June 18 for a trip to Boston—evidently to get some secret tennis dope.

Mr. Eddie Clark has become tired of traveling miles and miles every day and has been put in charge of the farm at Aztec. On this farm Eddie can train horses, teach bananas how to grow, and live a natural life.

"Just arrived, you say? Well, what State are you from?" is one of the greetings some use when an old-timer meets an addition to our Divisional family. This month we have, for the various departments:

Executive

Ross Nettleblade	Kansas

Engineering

B. R. Hogge	Georgia

Agriculture

Sheldon Clyatt	Florida
Jasper Fairchild	South Dakota
John Braun,	Chiquimula, Guatemala
Walter Meyer	Berlin, Germany

Mr. Robert Richards came home to Guatemala from the Tela Railroad Company. He had been gone from the Division for a year.

My parents call me Jeffrey. Their last name is Millet. Don't take life too seriously and you'll be happy just like me

Castilla Celebrates Fourth of July

THE general opinion here has been that a Fourth of July celebration without the assistance of a Sister Division—preferably Tela—would be a failure, but although we did miss our friends very much this year we managed to celebrate the Glorious Old Fourth very successfully. Beginning with a dance on the night of the Third, followed the next day by Water Sports, Field Meet and Ballgame—to say nothing of the various small private celebrations sandwiched in—the entire two days were crammed full of enjoyment.

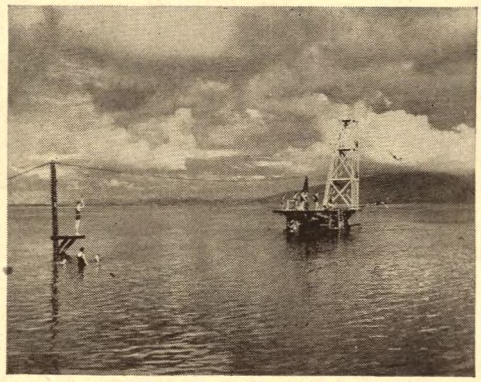
The Water Sports on the Fourth were especially successful. The ladies are particularly to be commended on the spirited way in which they entered the contests. Sport of this sort is not only enjoyable but is conducive to good health and we trust that a get-together meet may be arranged by a swimming committee for a Sunday in each month. A Pulchritude Contest whose many fair entrants necessitated the concerted decisions of six judges was the first event in the Water Sports. This was followed by a 50 yard dash for men; a 50 yard dash for ladies; Boys' Handicap Swim; 100 yard swim for men; diving competitions for the ladies and the boys; and a Plunge, and High Diving and Fancy Diving contests for men. All these events were much enjoyed and clearly showed that Castilla's swimmers could easily qualify with the best in this particular sport.

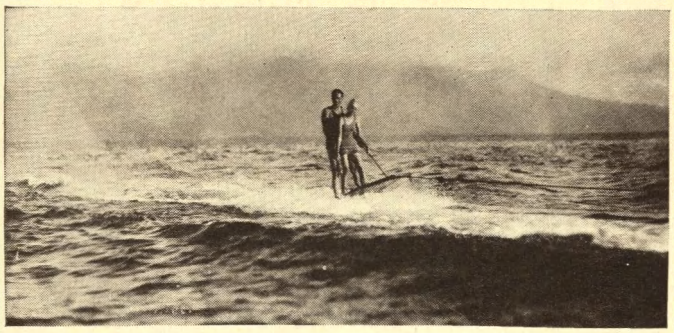
These ten events were followed by a Canoe Tilt, and then plenty of fun was afforded the crowd by the Greasy Pole contest. Plenty of spills resulted from the slick event and the spectators were kept in an uproar by the ridiculous postures assumed by the contestants as they slid off the pole into the water. Big and small of both sexes tried for the enormous ham which was the coveted prize suspended from the end of the Greasy Pole.

An Outboard Motor Race ended the Water Sports program.

HOW WE KEEP FIT IN CASTILLA

We agree with Mr. Earle F. Currier, of the Banes Division, that you must take plenty of outdoor exercise if you want to keep fit in the tropics. Just at present, during the hot summer months, although we have golf courses, tennis courts, baseball diamond, etc., our bathing beach draws the largest crowd and bathing, diving and aquaplaning are the sports most patronized

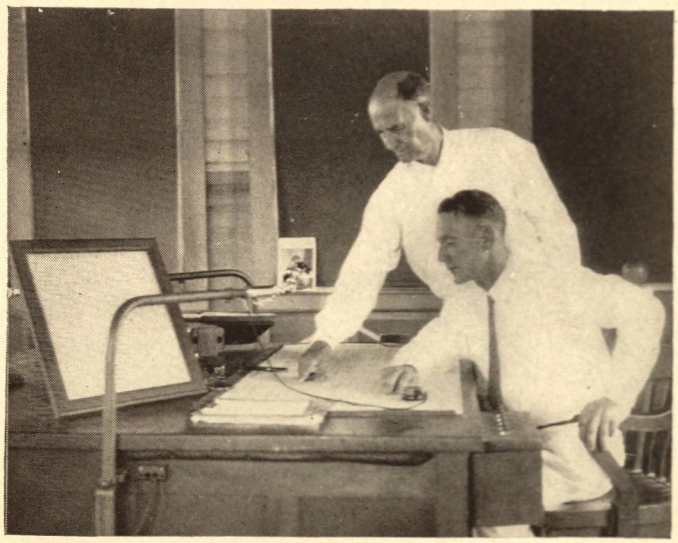




The athletes of the Division then turned out en masse to participate in the field events which preceded the ball game. For an hour and a half, from 1:30 to 3:00 P. M., the Ball Park looked as though the Olympic Games were in progress there. The Field Events consisted of a 50 yard dash for men; a Shot Put; a Relay Race; a Nail Driving Contest for ladies; Heads of Departments 50 Yard Dash; Race for Little Boys; and a Three Legged Race.

Then the great event—the Ball Game—followed. This was won by the Port Team by a score of 5 to 4. The Farms played like professionals but the Port Team out-engineered them.

Doesn't this all read as though we had enjoyed a royal Fourth? How about it, Tela?



THIS is a recent photograph of our two senior Dispatchers, Mr. H. J. Cooper (standing), and Mr. Lee S. Smith. They are always on the job, rain or shine, floods, drought or whatnot. The excellent service rendered by the Transportation Department and exact schedules maintained is in no small measure due to their efficient work.

Mr. Cooper has been in Castilla as Dispatcher since 1921. Punctuality is his motto, as a proof of which we might mention that the Hotel Steward always sets his watch when Mr. Cooper arrives at the Dining Room for breakfast. Motor-boating is his hobby. He owns the fastest speed boat in Honduras—*Miss Castilla*—which can be seen in the bay almost any afternoon with a surf board and rider in tow.

Mr. Smith has been in the Truxillo Division since October 1922, having been transferred to Castilla from the Panama Division. He has been in the service of the UNITED FRUIT COMPANY without a break since April 1912. Like Mr. Cooper, Mr. Smith is also a small boat enthusiast, although he prefers sails to motor and usually has a fishing trip in view. His two sons, Kenneth and Donald, are also employed by the Company in Castilla.

Castilla News Items

New arrivals:
H. H. Austin, Farms Department.
G. H. Robertson, Farms Department.
J. W. Peachey, Engineering Department.
H. S. Coppage, Engineering Department.

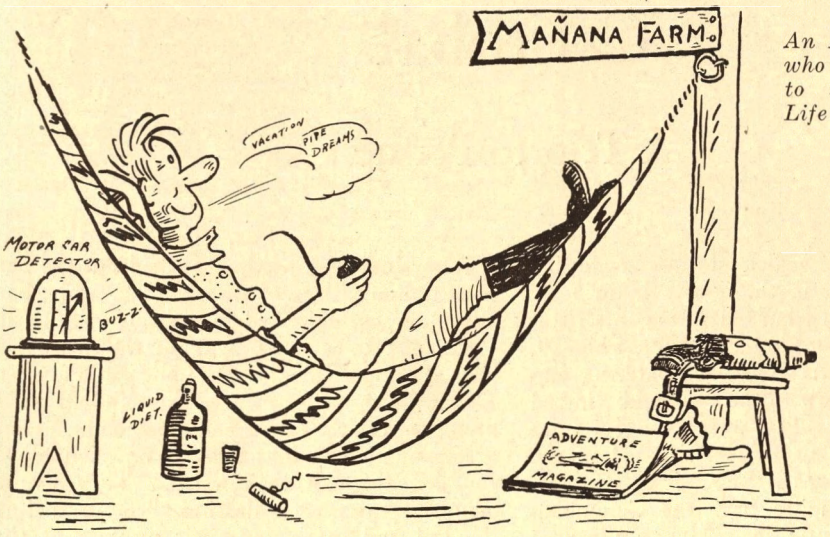
We had the pleasure of a visit from Mr. W. L. Long, General Manager of the Purchasing Department. Mr. Long came from Tela by airplane on May 31 and sailed for Havana on June 2.

Mr. Samuel Kress, Superintendent of Agriculture, Costa Rica Division, spent a few days in the Division. We thoroughly enjoyed his visit.

Our new tennis court is completed and much enthusiasm is being shown in the game. The match brought about by the following Challenge and Acceptance published in our *Daily News*, created much interest and was well attended:

CHALLENGE—F. J. Aycock, acting as Manager of two unknown farmers, hereby challenges any two men in Puerto Castilla to a tennis match to be played in Castilla on Sunday, June 16. The farmers will cover any amount wagered by Castilla. Every resident in Puerto Castilla, including Mr. Carleton Hale, is included in this challenge.

ACCEPTANCE—R. H. Davis and Carleton Hale accept the challenge made by Mr. F. J. Aycock for a tennis match to be played in Castilla on Sunday, June 16. Mr. Davis says that in so far as stakes are concerned, the sky is the limit.



An Indoor Overseer who came to the tropics to seek an Outdoor Life

—drawn and contributed by V. E. Fewell, Truxillo Railroad Company

This match was played as scheduled, resulting in a victory for the two unknown farmers, who turned out to be Mr. John Verrill and Mr. A. M. Beers. They won three straight sets, 6-3, 7-5 and 6-2.

Vacationists: Mrs. C. E. Rollins and children, Massachusetts; Dr. L. R. Fletcher, England and Germany; Mr. F. A. Redford, Kentucky; Mrs. J. E. Humphreys, Boston; Mr. R. D. Anderson, Boston; Mrs. J. E. Edgar and children, England; Mr. G. V. Coleman, England; Mr. H. S. Cameron, Louisiana; Miss Nobby Barbin, Louisiana; Mrs. G. S. Landry, Louisiana; Mr. and Mrs. V. E. Fewell, Louisiana; Mr. W. M. McInnis, Texas; Mr. Clarence Holdsworth, Boston; Mrs. F. B. McKnight, New York; Mrs. O. C. Myers and son, Virginia; Mr. E. B. Hogsted, Germany.

Lic. Luis Blanco and Mr. M. S. Gibson, both of the Law Department in Tela, spent several days in Castilla the latter part of June. We also had the pleasure of a short visit from Dr. Wilson Popenoe, Dr. F. L. Wellman and Mr. T. J. Grant, of the Research Department at Tela.

Mrs. G. P. Erickson and little daughter are recent arrivals in Castilla and are a welcome addition to our colony.

A few of the more enterprising members of the younger set have decided that there will be something doing in Castilla in the way of entertainment at least once a week. They have succeeded admirably so far as all who attended the Treasure Hunt, Bridge Party, Baby Party (for babies over six and under sixty), and the famous Wienie Roast, will testify. Much credit is due them.

LONG SERVICE ORDER OF THE UNITED FRUIT COMPANY

Rodolfo Bonilla, Bodegero, Limon Warehouse, Northern Railway Company, entered the service of the Company in August, 1909.

John J. Dowling, Car Inspector, Fruit Dispatch Company, New Orleans, La., entered the service of the Company in August, 1907, and was out from February, 1908 to January, 1910. He has now completed twenty years of service.

Cristobal

A Trip to Perme

THE little Norwegian steamer *Juan* lay comfortably in her berth, resting luxuriously after her run down from Galveston to Cristobal, when, at about 5:00 P. M. on May 29, a small party of UNITED FRUIT COMPANY employees trooped down to the dock and climbed joyously aboard. They were bound on an educational outing to Perme, situated in the San Blas territory of the Republic of Panama, about twenty-five miles from the Colombian border on the Atlantic side. Here are located the banana plantations of the San Blas Panama Banana Company.

After a night of rough seas and heavy winds the *Juan* passed around Point Obaldia and slid into the waters of Perme Lagoon.

Easily recognized as one of the welcoming committee on the pier was Theodore Blaich, Acting Superintendent of Perme plantation, a smiling, bespectacled giant, burnt brick red by the tropical sun. This was a red letter day in Ted's career at Perme, as no such large party had ever before landed at that port.

A toy engine on the railroad tracks, with a decorated flat car attached, and, behind, a miniature box car, attracted the attention of the visitors. The little train chugged gleefully out onto the dock and as it came to a stop the strains of "Hail! Hail! The Gang's All Here!" lustily played by a seven piece orchestra, smote the morning stillness. Phil Hamilton, Superintendent of the Banana Exportation Department at Cristobal, was the first ashore. In an elaborate ceremony he was presented with an immense wooden key marked "City of Perme". The presentation was made by an embarrassed piccaninny who seemed not to know what it was all about, for it is doubtful whether she had ever before seen so many white people at one time.

The personnel of Perme and the adjoining farms was there en masse and after the usual introductions the party piled into the train for a fifteen mile ride through the banana farms.

When Ranchon was reached, an inspection of the farm was made; then light refreshments were partaken of and the party once more boarded the miniature limited for the return to Perme.

After luncheon a trip was made to the San Blas Indian village of Anachucuna. The San Blas Indians, described in previous articles in UNIFRUITCO, occupy practically the entire San Blas Province in the Republic of Panama. Down through the centuries these Indians have preserved their customs and ceremonies. They are distinctive in that there is no alien blood coursing through their veins. They live a primitive existence collecting coconuts, tilling the soil and marketing their produce at the various settlements along the coast. Their huts are of bamboo, with polished earthen floors, kept remarkably clean, on which are spread their primitive household utensils and furniture. Fruit, vegetables and fish are seen everywhere. Hunting and fishing articles are in evidence at all times. Clothes are a luxury indulged in only on special occasions or when strangers are about.

The chief of all the San Blas Indian tribes is Inapaquiña, who, it chanced, was at Anachucuna on an inspection trip at the time the UNITED FRUIT COMPANY party visited the village. He had an intelligent, pleasant face, and was dressed like the average San Blas Indian —tight-fitting trousers, shirt-tail on the outside, and barefooted—but his high office was apparent from his dignified air and the deference with which he was treated. He was surrounded by a number of sub-chiefs of the various tribes. When addressed by any of the party he appeared somewhat ill at ease and imparted his answers through one of his subchiefs, although it is understood that he speaks English perfectly. He is a man of considerable power within the San Blas Province and is treated with great respect by the officials of the Panamanian Government.

Following the visit to Anachucuna most of the party donned bathing suits for a cooling swim in the sea. Dinner was a royal feast, after which there was dancing and singing. The party then boarded the toy train and started back for Ranchon. The trip in the moonlight was entrancing. The little engine puffed, roared and charged through the darkness, exuding sparks which flashed and danced upward as the engineers and firemen piled more and more coal into the fire-box. On ar-

rival at Ranchon the party scrambled for the house and retired. But not for long. When all was quiet a sudden shriek rent the air and someone sallied forth attired in nondescript costume and proceeded to do an Apache dance. Although thoroughly tired, a number of the others joined in the lark. Finally all groped for their cots and refreshing sleep.

The next morning everyone was up bright and early and the trip to Perme was safely negotiated on the little railroad. The morning was given over to the inspection of the various buildings and the work accomplished in the short time the San Blas Panama Banana Company has been in operation at Perme. As on the previous day, the hospitality extended the Cristobalites was notable for its warmth and thoroughness. An impromptu rodeo was arranged in which the outstanding stars were Miss "Tommy" Hilliard and Mr. Jack Brennon.

Sailing time came all too soon and once more an excited crowd trooped aboard the *Juan,* this time for the return trip to Cristobal.

Our Record at Cristobal Stands

LOOKING over the claims put forth by many Divisions in regard to establishing a record for the number of ships handled, we find that our record still stands. The last we reported was twenty-four ships in one week, but we have beaten even that, as during the week ending June 10 we had twenty-six ships in port, as follows:

Sta. Therese	*San Mateo*
Atrato	*Pastores*
Floreana	*Ulua*
Cartago	*Suriname*
Camden	*Zacapa*
Saramacca	*Pacific Shipper*
Esparta	*Dinteldyk*
Virginia	*Suriname*
Cavina	*Manaqui*
Maravi	*Parismina*
Esparta	*Ulua*
Tongking	*Toloa*
Finn	*Margarethe Cords*

The Fates may decree
A dog's life for a fellow,
But the world will agree
That they *can't* make it *yellow.*

W. W. GOULD, Overseer
Nievecita Farm
Almirante, Panama

Costa Rica

Again the Benedicts and Bachelors

ANOTHER struggle between the Benedicts and the Bachelors, even more ferocious and exciting than any of its predecessors, took place on Wednesday afternoon, June 19.

With Ed Starr, newly arrived from Almirante, on the mound for the Benedicts, the "Old Men" went out on the diamond with a jaunty and cocky air.

The Bachelors, or "Kids," as they were this time tagged, had on the mound Jack Kelley, who somehow had difficulty in finding the plate in the first two innings, and by giving five bases on balls and hitting three of the "Old Men," together with an error of one of his fielders, presented the opposition with four runs.

Starr, on the other hand, pitched admirably, but due to three errors of his fielders the "Kids" scored five runs in the first two innings.

With the score at 5—4 and both pitchers tightening up, it looked as if a pitchers' battle was in prospect, but with frequent errors by fielders on both sides, it was rather a heartless contest to pitch.

Nevertheless, as the score remained close and as there were many tense moments in the game, it was all very exciting. Eventually the ninth inning arrived. The score stood 11—9 in favor of the Kids. The Benedicts retired the Bachelors and then attempted to start a rally, with one out and Cloward on first. Whereupon, to the dismay of the Old Men, Jupiter Pluvius put an end to the game by a typical torrential Limon downpour. Thus, once again, the Kids gleefully bragged of another scalp, while the Old Men, certain that only the weather had beaten them, gathered enough vim from their tired stiff frames to emphatically declare that the next time they would surely win.

LINEUP

Benedicts	*Bachelors*
C. E. Penrod....2B	D. J. Condon....3B
J. Hughes .....SS	G. Olson .....CF
G. G. Fuller....CF	W. H. Vorhaben.2B
W. E. Holland...C	J. Clemmer .....LF
D. J. Cloward...1B	H. W. Haase.....C
H. O. Wilson...LF	H. E. Rambo....1B
E. A. Starr.....P	C. R. Colville ...1B
L. M. Prager....3B	W. H. Davis....RF
D. O. Smith....RF	R. G. Granblad..SS
	J. S. Kelley.....P

Part of the typical, tropical grounds at Hospital Point, Limon, Costa Rica

JUNE has been a month of leave-taking and greetings—to vacationists, to the Almirante folks who have joined our colony, and to several new employees.

First of all, W. W. Pate, who has been covering this Division in his capacity of Soil Chemist, left us for Almirante, much to our regret.

On the *Pastores,* sailing June 1, was Martha Seuss, School Marm, off for vacation, and Mr. and Mrs. James Wood, Jr., off for a visit to relatives in Panama. Jim seemed mighty glad not to be leaving on another exploration trip.

The *San Mateo,* which arrived Sunday, June 2, dropped Mr. Leo J. Christensen, who had come all the way from Omaha, Nebraska, to join the Agricultural Office, Limon.

On board the S. S. *Cavina,* sailing June 7, was Ben C. Scoltock, our genial Fruit Superintendent, hieing himself to England on a long anticipated vacation. Also aboard the *Cavina* was Hilton B. Richardson, bound for the Lancetilla Experiment Station at Tela, Honduras, to which he has been transferred.

On Saturday, June 8, Chet and Betty Oedell sailed on the *Ulua.* Their plans are so ambitious that they don't even want their mail forwarded, as they say it could never catch up with them.

With Betty Oedell away, Winsome Scoltock has generously offered to act as Librarian, and is most graciously carrying on the work started by Betty.

Franklin E. Hardisty, one of our popular Engineers, also sailed aboard the *Ulua,* bound for Santa Marta, to which he has been transferred. Franklin came here from Santa Marta, and we regret that we must part with him.

On the *Saramacca,* which sailed June 12, were Mrs. Victor MacMillan and daughter.

Mr. and Mrs. Alfred Keys and children

sailed on the *Toloa,* June 15, bound for Havana and thence to Florida. Everyone regretted to see them go.

On Thursday June 6, Mr. George A. Catt arrived on the *Ulua* from the Lancetilla Experiment Station, to take over the work at the Siquirres Experiment Station vice Mr. Keys. He was accompanied by Mr. Walter D. Hottle, also from Tela, who will assist him. Mr. Catt hails from England, and Mr. Hottle from Pennsylvania, U. S. A.

Also on the *Ulua* were Mr. E. R. Lyman and Mr. R. F. Chaddock, from New York, to join the forces in the Accounting Department.

On Saturday, June 15, the well-known launch *Talamanca* arrived with the following ex-Almirante-ites, whom we welcomed with open arms: Mr. and Mrs. E. A. Starr, Miss G. E. Hazen, Miss M. C. Hamblin, Mr. George Olson, Mr. W. H. Vorhaben, Mr. W. H. Whittemore and Mr. A. C. F. Van Peski, all for our Accounting office, with the exception of Mrs. Starr, who finds plenty to do keeping house for Ed. The Accounting Department is one busy place these days.

The baseball team joyfully welcomed Ed Starr, pitcher, George Olson, outfielder, and W. H. Vorhaben, infielder. They were here scarcely twenty-four hours before they were called out for baseball practice.

On the *La Perla,* which left on Sunday, June 16, Floyd E. Jones, popular Accountant, sailed, headed for Frisco and then home to Iowa. In spite of the fact that it was Sunday, the contingent that went down to see him off was numerous, and he had a jolly send-off.

Saturday, June 22, saw a regular exodus of vacationists, headed by Mr. D. J. Cloward and wife, and young Holty, off for the States via Santa Marta and Kingston; Mr. and Mrs. Thor Henrickson to the States; Victor MacMillan, to join his wife in the States, and then to Banes after his vacation; Horace E. Rambo, who goes to Almirante after his, and C. E. Penrod, for a few days in Cristobal. 'Twas a merry send-off they received with half Limon at the dock to bid them goodbye.

On the *San Jose,* which sailed June 23, was Stephen J. Donnellan, popular banana farmer, on his way to join the other ex-Costa Rican farmers in Chiriqui.

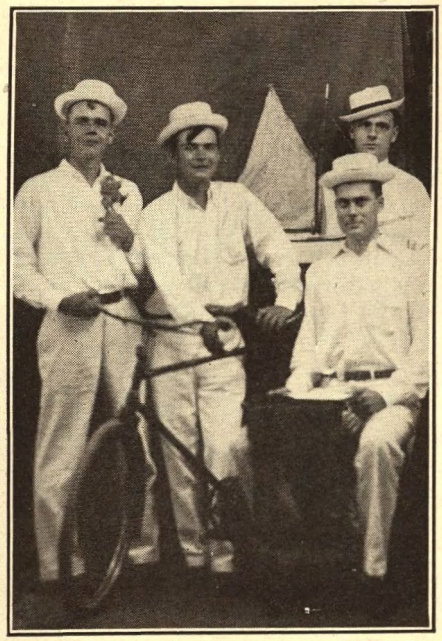
When the *Calamares* pulled in on June 20, who should be on board but Bill Boschen and Eddie Pauley, back from vacation and looking well and fit.

The British Dance

SATURDAY night, June 22, the International Club rang with the sound of many merry voices and the strains of Repetto's orchestra floated out in the night to let one and all know that there was "something doing." The dance was very successful and well attended, for the English Colony, headed by their Consul, Mr. A. C. Douglas, were giving a dance in celebration of his Majesty King George's birthday.

The Club was very attractively decorated and the dance was one of the most popular ever held in Limon.

Introducing Members of the Merchandise Department, Limon



One reason for the popularity of this Department. From left to right: L. A. Humason (now in New York), Ray Huber, Tom Whitton, and George Kempster. After hours of struggle and worry, our efficient photographer, Hans Wimmer, managed to catch the four in this serious pose.

DOMESTIC DIVISIONS

The Annual Outing at Swampscott

THE Annual Outing for all employees of the UNITED FRUIT COMPANY, in and about Boston, was held on June 29 at the New Ocean House, Swampscott. The program was in charge of the Outing Committee of the Unifruitco Club of Boston and constituted the final organized social activity of the Club officers for the season 1928-1929.

The day—a real, rare, June day—started with the Annual Meeting of the Club at 10:00 A. M., with the retiring President, Frank J. Caffrey, in command. Two important amendments to the Unifruitco Club Constitution were unanimously adopted. The first added an Assistant Treasurer to the list of officers. The second reduced the dues for members from fifty cents to thirty-five cents per month.

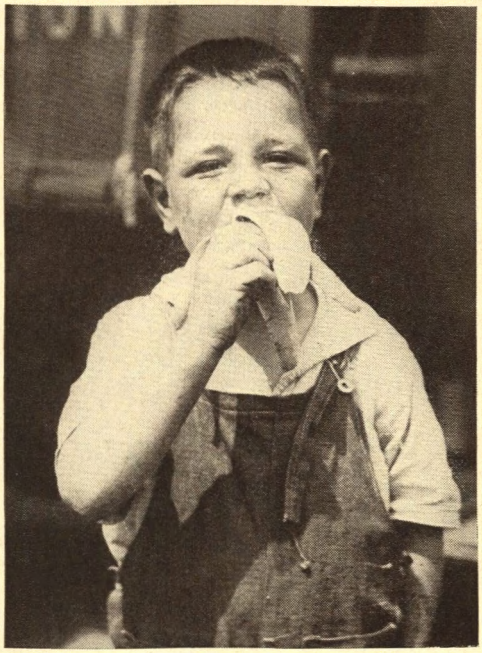
Mr. Caffrey recapitulated the activities of the Club for the past year, financial and social. $950 have been spent for 19 weddings of employees. $375 went for flowers, cigars, and books to help cheer those who have been ill. Seven parties have been held, three of them entirely free to Club members. Collections for the year amounted to $2,175. The year before they totaled $1,800, and the year previous to that $1,500. These figures are given to show the substantial growth of the Club.

After thanking those who had so capably helped him to make his year in office so successful Mr. Caffery handed the gavel to the new Club president, William M. Hughes, who made a brief but excellent inaugural address. The meeting then adjourned and the exodus to the New Ocean House started at once.

Fortified by a substantial luncheon, everyone was in first-class condition to enjoy a variety of sports or just plain leisurely inactivity; that's a dandy word!

The bridge tables were well patronized throughout the afternoon. The beach was crowded with bathing devotees. The tennis courts were jammed beyond their capacity. A tournament was in progress, but a number of informal and highly sketchy makeshift games also took place—awfully interesting to watch (with a telephoto lens).

A happy group on the beach at Swampscott



A youthful "guest" at the outing demonstrates his idea of a "good time"

The big event of course was the annual baseball game between Boston and New York. The New York baseball team had been highly "tooted" and the Boston boys were inclined to be rather pessimistic as to their ability to wrest the Company cup—left in the Big Burg after New York's Outing last September—from them. Mr. Robson, on one of his visits to Boston lately, stated that Babe Ruth had been loaned by the Yankees to drill the ball tossers from Gotham and, recalling Babe's absence from the Yankee line-up and knowing Mr. O'Hearn's influence, it was considered not improbable that he had been able to corral the Bambino's services with a view of retaining the cup in New York. Phil Leawood, however, was meaner than the meanest of Glasgow's anti-spendthrifts in allowing base hits and with the superb pitching of Phil Leawood, the noble first base work of Frank Caffrey, and the hard fight put up by the entire Boston team to keep the home plate untouched by the foreign invaders, the result was 15 to 0, favor of Boston. The New Yorkers brought the cup back to Boston with them with the intention of simply displaying it but the Bostons liked the looks of it so much they kept it.

Innumerable balloons, rattles, horns, whistles, etc., helped calm the nerves of the dainty little waitresses who served the sort of dinner for which the New Ocean House is justly famous, and everything went with the smoothness of clock work. Between each course there was community singing and many of the well-known war songs were rendered with gusto. For instance, just before the soup "The Long, Long Trail" was started. Of course, as soon as anyone was served he stopped singing, because one can't sluice down soup and do any kind of justice to that particular song. So, as the trail lengthened out, it became fainter and fainter and finally died out completely. It was probably the first time in history that "The Long, Long Trail" was drowned in a collective dish of soup.

After dinner the prizes were awarded. Miss Ruth Noyes won the tennis championship for girls' singles. Seabury Short won the championship for men's singles. His final set with Pedro Urbina was a whirlwind finish, with the score 7 to 5.

James J. Glennon and Vincent de P. Goubeau won the golf championship with the close score of 1 up on Robert H. Harris and William R. Carter.

Frank J. Caffrey carried off the big silver baseball cup on behalf of the General Office.

Dancing up until a late hour was the fitting end of a perfect day.

Library Review

Business

CORPORATE EARNING POWER, by William L. Crum.

A volume which presents "the most authoritative and revealing study of corporation incomes in the United States now available."

A book which gives an analysis and interpretation of the statistics on corporation capital and income published annually since 1916 *by the United States Treasury in connection with the taxation of corporate income.*

The leading analyses of the book are, first, time studies of the variations in the margin of profit in each line of industry, and second, studies of the relative earning power of different lines of business at the same time, the results being presented in both tabular and graphic form, and the interpretations of the observed relationships orderly and detailed.

SELLING POLICIES, by Paul D. Converse.

The author (who is Associate Professor of Business Organization and Operation at the College of Commerce and Business Administration, University of Illinois) presents a broad, detailed discussion of selling policies based upon present-day practices.

The book outlines in a clear, comprehensive manner those sound business policies that relate to such subjects as: Sale of the product; market research; production and consumer demand; price advertising and distribution; purchasing; credit and instalment merchandising; and the use of salesmen.

MOODY'S INDUSTRIAL MANUAL, 1929.

A combined manual and rating book of international scope which covers industrial corporations of every nature.

Economics

MEN AND MACHINES, by Stuart Chase, 1929.

A brilliant and sound study of the "Power Age" in which the author, in a smooth and swift-moving style, tells something of the anatomy of machines, something of their development "from James Watt to the mechanical man," the amount of contact that the average man has each day with machines, and their effect on his mind, his mode of living, his amusements, etc.

Secretarial Practice

TRAINING FOR SECRETARIAL PRACTICE, *by* Sarah Augusta Taintor.

A textbook in secretarial theory and correspondence in which the author has endeavored to cover the entire work of a secretary.

The book is divided into three distinct parts: the first, including chapters on the secretary herself, on her training, her qualifications, her responsibilities, and her opportunities; the second, including chapters devoted to the study of letters, their form, their possibilities, the best usage of disputed points of form and content, the actual composition of all kinds of letters, the making of reports, the preparation of material for the printer, and the editing of the house organ; and the third, including chapters devoted to the social secretary and the social letter, in which various kinds of notes and letters, formal and informal, are discussed and studied, with examples illustrating the best usages.

Composition

NEW HANDBOOK OF COMPOSITION, by Edwin C. Woolley.

An invaluable manual of rules and exercises regarding good English, grammar, sentence structure, paragraphing, manuscript arrangement, punctuation, spelling, essay writing, outlining, letter writing, and the compiling of bibliographies.

Reference Books

THE YEARBOOK OF THE BERMUDAS, THE BAHAMAS, BRITISH GUIANA, BRITISH HONDURAS, AND THE BRITISH WEST INDIES. 1929. With numerous illustrations, index and map.

A book which gives excellent historical and statistical summaries of the countries it covers.

AUTOMOBILE GREEN BOOK. 1929.

A standard road reference and tourists' guide of all the states east of the Mississippi River, eastern Ontario, Quebec, and the Maritime Provinces.

Marine Department

July 17, 1929

Editor, UNIFRUITCO:

It gives me pleasure to draw to the attention of our readers the heroism of Mr. William McGonagle, an employee of the Marine Department. On July 15 two friends of his, Charles Blackner and Thomas Dudey while in swimming in Mystic Lake, Medford, became enmeshed in the treacherous eel grass about 200 yards from shore. Mr. Blackner was caught first and Mr. Dudey swam to his assistance. He, too, was imprisoned in the tenacious folds of the eel grass and both men were in danger of drowning. They shouted for help and Mr. McGonagle responded after removing his outer clothing and shoes. Being a powerful swimmer he was able to release Dudey and then devoted his attention to Blackner. Blackner at this time was utterly exhausted and complained of a cramp in his leg. Mr. McGonagle submerged and rubbed Blackner's right leg vigorously. On coming to the surface he questioned Blackner about the cramp and received a reply to the effect that McGonagle had rubbed the wrong leg. Through superhuman effort McGonagle succeeded in releasing his friend and assisted him to the shore and safety.

Bill was practically in a state of collapse but did not cave in until he had removed his pal from danger. They were rushed to the hospital where first aid was administered, and we are happy to say that Bill and his friends are none the worse for their hazardous experience. Efforts are now being made to obtain a Carnegie Medal for the hero of this episode, Mr. William Joseph McGonagle.

—A. G. DUNNING
Marine Superintendent

REVERE REVIEW
OPERATING DEP'T SERIES No 2
DEPARTAMENTO DE PRODUCCION SERIE No 2
"BILL" NOONAN
"TECUMSEH" SHORT
MR. TAGGERT
REVERE SUGAR
GEORGE RUCKENBACH
"TOM" NICHOLSON
ESTAS CARICATURAS SON HECHAS PARA DAROS UNA IDEA DE
NUESTRA EXTENSA FAMILIA. TODOS ELLOS SON BUENOS CAMARADAS Y EXCELENTES AMIGOS
JOHN W. LOWE JR.
MR. NEWHALL Chief Chemist
OUR ONLY JOHN O'NEIL
Childs Santos
HE SURE CAN MANIPULATE THAT OPERATING DEPARTMENT.
AUSTERO, SEVERO EN SUS ACTIVIDADES EN SU TAREA, SINCERO EN SU AMISTAD.

Research Department

Laboratory

Extracts from the Modern Samuel Pepy's Diary

June 24, 1929. This morning I rose, put on my suit lately bot at Raymonds. Went to the laboratory where I did find many things to be done. Mr. Dellenbaugh did tell the budget did need revision. Then to the G. O. to consult with Mr. McQuiston about the budget. Having stayed there till well late then I to home where my wife dressed the remains of Sunday's dinner. And so to bed.

June 25. In the morning ate a breakfast of bananas and cream. After that to the laboratory, at which comes some necktie salesman who did wish me to buy of his wares. At last rid of him I did answer eighteen telephone calls. Then in session with Mr. McQuiston till late. Then signing requisitions and so to supper and to bed.

June 26. Up, I, and walked to station to save ten cents. Then to laboratory to find many requisitions to sign. At the G. O. all the morning with Mr. McQuiston and Sir Tewksbury, the statistician, where very busy, and at noon a short lunch at the Waldorf, being full of my desire to economize after seeing the budget. In the afternoon to the laboratory to find Fred Caddick must go home and refresh himself, having been working all night and all day. So I did go and start the fire, then to signing requisitions and ridding the place of necktie salesmen. Home and to my chamber to set down my thoughts which did not look so good, and so to supper and to bed.

June 27. Up, and at the laboratory all the morning very busy. Towards noon the pretty Miss Silva did feel badly (she having caught a cold), so did command her to go home. To lunch then met M. Goubeau after which I did sign requisitions. Then to see how researches were coming and good hopes there was of great things if these chymists doe live long enough. So after having done business at the laboratory, I home to supper and to bed.

June 28. To Worcester by rail where I did see ten banana rooms; then to the laboratory to sign requisitions and did then call plumber to fix sink loaden with filth. In the late afternoon to answering telephone and getting rid of necktie salesman who was loath to leave. Then home to supper and to bed.

June 29. Up, and make myself fine as I could with blue shirt on and gray suit. Extraordinary press of noble company, and great mirth all the day.

An old flivver, smeared with the mud of several states, wheezed to a halt in front of Tropic Foods. We expected Trader Horn to step out and we were ready for the occasion. Our surprise was even greater when we discovered it to be our colleague Bill Cummings and his charming wife. We were all pleased to see Bill again and regretted he could not stay with us all summer as he did last year. Bill proudly told us he was a junior at Purdue now, besides being a married man. He bears up well under the responsibilities.

Carroll Greene is nursing a crippled left arm. He tried to chin himself on an airplane propeller and the cussed thing kicked him, dislocating his arm. Carroll is right-handed, so his injury doesn't stop him from tearing off reports.

Messrs. Gough and Sisto of the General Office recently spent a few days in the Preston Division. Our cartoonist at Preston has sketched them enjoying their favorite recreation

San Francisco

"We look across the Bay, past Goat Island"

Blue Monday

By L. F. Boyd

"There is no time for Monday blues," says the author. As we accompany Miss Boyd on a cable-car ride to the wharf at San Francisco and "savor the infinite variety" of that city, we quite agree with her

NO morning would be complete without my cable-car ride, and Monday is no exception. There is no better way to savor the infinite variety of San Francisco than by seeing it from the cable-cars. Rincon Hill, Telegraph Hill, Nob Hill, Russian Hill and Hyde Street Hill—each with its individual characteristics, every street ending in a hill or in water—this is San Francisco. With this topography, cable-cars are a necessity, but they are also a picturesque ornament in the city of the Golden Gate.

I walk five blocks in order to ride a cable-car, a walk not without its interest, covering an old residential district, formerly the dwelling place of the old families, now housing principally those of no family in boarding houses and apartments.

There is a view across the blue Bay. On an island is Alcatraz, a sparkling white palace with a red roof. But its appearance belies its nature, for it is an army prison. On across the Bay lies the mainland, a series of rolling hills, yellow and barren most of the year, but dusted over with green now that it is spring. But I must not waste too much time looking at the view, for it is Monday morning.

A cable-car comes rattling down the steep hill. Here is no peremptory "Pay as you enter." The conductor has a cheery "Good morning" and a smile as he edges through the crowd, for he is proud of his acquaintance with his passengers. He sings out "Fares please," "Tickets please," as he reaps in his harvest of nickels and passes out purple transfers. The San Franciscan shares only with the New Yorker the privilege of a five cent car fare.

There are very few inside seats, for it takes a storm to send the daily cable-car rider indoors. The clear, sunny mornings, with just enough sharpness in the air to offer exhilaration, make outside riding a pleasure. Bright mornings are numerous despite San Francisco's notorious fogs, which do such marvelous things for your complexion and health, according to the "native sons".

We go bumping and rattling down the hill,

with the motorman playing a merry little tune with his bell. Ding, ding ding ding ding, ding ding!! It is almost a melody.

We cross wide Van Ness Avenue, the Automobile Row of San Francisco. This street forms the perpendicular and Market Street the hypotenuse of the triangle which is the heart of the city. It is lined with show windows, alluring in their display of 1929 models. On Van Ness, too, are many churches which, on Sunday mornings, vie for popularity with the showrooms.

Now we are crossing Polk Street, that unique shopping district of upper town San Francisco. Here are thousands of little shops, some of them famous throughout the whole city. It is scarcely a mile from the center of the big city, but on this street one can satisfy any need.

Suddenly both the motorman and the conductor sing out "Curve, look out for the curve!" and we lurch around the corner at Larkin Street, and again with a wide swing just a block farther on. For blocks we run through a canyon of apartment houses, distinguished only by their varying need for paint, all three stories high, with garage doors usurping most of the street front and bay windows above. One doorway is distinguished from the rest by the long, unwrapped, yellow crusted loaf of French bread, which invariably reposes on end against it in the morning, patiently awaiting disposition.

Now to the left lies Russian Hill, the habitat of some of San Francisco's more aesthetic population. We are gradually climbing and suddenly we reach a hill top at Jones Street. There have been frequent glimpses of the Bay to either side, but now we look across it, past Goat Island. The graceful Ferry Building spire on this side lies almost directly in line with the huge yellow piers of the ferry system on the opposite side, and the big white and yellow ferries weave unceasingly back and forth all day. Etched against the Berkeley hills stands the Campanile of the University of California, and we can even see the sparkle of Lake Merritt and the tall buildings of Oakland.

From Jones Street we plunge down and down, again through a canyon of dingy three story apartments. We are on the lower fringe of aristocratic Nob Hill, where the Mark Hopkins Hotel, the Fairmont, the Cathedral Apartments, nose up into the sky, and the Pacific Union Club and Grace Cathedral are neighbors. The Pacific Union Club is one of several men's clubs which proudly boast that no woman has ever crossed their doorsteps. San Francisco bachelors may perhaps deserve credit and be pardoned for their boastfulness as to their single state, for it is current rumor that the Shavian theory of "woman the pursuer and man the pursued" is not far wrong in this fair city.

Passing Powell Street, we are on the fringe of Chinatown. Chinatown by night is for the tourist. Grant Avenue is lined with shops full of beautiful Oriental goods to tempt the Occidental purse. Chinatown by day is the home of a large Chinese population. At this time of the morning the streets are busy, and incurious-eyed Chinese softly tread their way toward their daily tasks. Chinese women in American coats and shoes, but wearing their native trousers and coiffures, patronize the corner shops, where queer products remotely resembling meat and vegetables hang suspended from the ceiling or on cords around the rooms. The narrowness of the streets is emphasized by overhanging balconies, extravagant in outline. Color is everywhere, and atmosphere.

Here are many tiny Chinese children, clad in American clothes, trudging up the pavements in groups, with their books in their arms bound for an American school. There is the Chinese Catholic Social Center; there the Chinese Episcopal Mission; here the headquarters of the Chinese Youth Movement.

We are nearing Kearney Street, the end of our cable-car ride. Long before the car stops, passengers are dropping off, for part of cable-car etiquette is the ability to board or leave the car while it is moving.

Portsmouth Square is where I transfer to a Kearney street car. Later in the day on the grass under the trees, Chinese mothers and babies will enjoy the sunshine here, but it is early now, and the heterogeneous occupants are mostly masculine.

I wait with some impatience for on Mondays of all days I have no time to waste. The local color furnished by the occupants of these Kearney street cars somewhat compensates for the perpetual odor of garlic, stale cheap tobacco, and oily, sweaty clothes which must be endured. These cars connect North Beach, where a good many foreigners live, and a good many Americans endeavor to find amusement, with the industrial section between Market Street and the Bay. This end of Kearney Street is rather drab, with Coffee Shops, Real Estate Offices, and Tailor Shops in predominance. At the corner of Geary Street, which penetrates the shopping district, a burst of color greets us from the street corners where brilliant, seasonal flowers are on sale every day of the year.

Now we cross renowned Market Street, the artery from which four street car tracks ceaselessly feed the entire city. It terminates in the Ferry Building, and San Francisco will produce statistics to prove to you that more commuters pass through the Ferry Building in a year than through the Grand Central Station in New York or the South Station in Boston.

We run down Third Street, past pawn shops, lady barber shops, shooting galleries, dingy hotels, and corner confectionery stores which formerly flourished as saloons. The population is almost strictly masculine, some of them men with dead eyes and futile faces. Small groups congregate on corners listening to soap box orators. Here is no hustle and bustle—rather a dull lethargy.

Some blocks farther on we pass industrial plants bearing familiar names: M.J.B. Coffee, Wm. Wrigley, Jr., Crane Company, Monogram Oils and Greases, Federal Tires, General Cigar Company, Paraffine Companies, Inc., etc.

We are halted temporarily at the depot by the commuters from the Peninsula trains, who are boarding street cars to be taken up town. The Third Street Bridge offers one more chance for delay before I reach my destination. If fortunate, we will cross before a boat whistles to go through and the bridge is raised. It is clear, and we pass the Grocers Terminal and come in view of the muddy Channel.

It is a moment that I always anticipate on Mondays, for our white ship lies there, already discharging her cargo of bananas, and I like to reach that scene of bustling activity. Scows, conveyors, belts and stevedores help the green load on its way from the ship to the cars. No mere pedestrian is allowed to halt the march of the bananas, and I dodge in and out across the wharf to reach the office.

It is Monday. The market may develop temperament; some bananas may develop spots; it has been known to rain on Monday even in sunny California. But the ship must be emptied of its cargo, and the cars must move out tonight for their destinations all over the Pacific Coast. Every man has his job, and there is no time for Monday blues.

New Orleans

A GENERAL meeting of the UNIFRUITCO Club was held at the Druid's Home on Saturday night, June 15, for the purpose of discussing and voting on certain proposed amendments to the constitution and by-laws of the Club. After the meeting a dance was held and refreshments were served. The arrangements had been made by Mr. J. "Jack" Leasor, which is equivalent to saying that everything was prepared in a thoroughly satisfactory manner. Music was furnished by Mr. Thiel's band.

We are at last able to announce the winning team in the baseball league. The "Castillas" have turned back all contestants and are declared winners of the beautiful trophy.

The players who have triumphed are: P. Fuller, Mgr. & C. Field; J. Williams, C.; D. Bendix, P.; G. Bosworth, 1B.; P. Browne, 2B.; A. Calamia, 3B.; A. Di Franco, S.S.; J. Calamia, LF.; R. Rock, RF.; J. O'Neill, N. Compagno, utility.

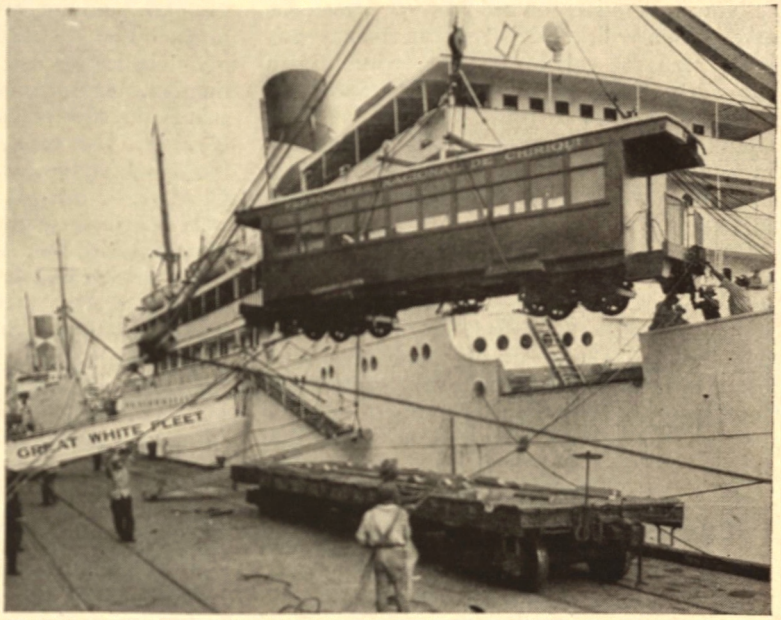
The men's singles in the Tennis Tournament was again won by B. S. Shields, who defeated C. Schumacher in the finals after a close fight. The winning doubles team has not been decided, there being one more match to be played off. Harold Marchal, paired of with R. J. Cambias, is to meet B. S. Shields paired with A. J. Friederichs in the final round. The winners of this match will gain the trophy.

The Ladies' Singles is expected to start shortly and results of these matches will be announced later.

We regret to have to announce the resignation of Mr. H. J. Fricken as Freight Traffic Department Representative of the Club. Mr. Fricken was forced to resign due to the fact that his work made it impossible for him to give the necessary time to Club matters. Mr. B. S. Shields has been appointed to his place on the Board of Governors.

Another June bride has run off with one of our boys. Mr. and Mrs. R. Weillmann are honeymooning, and they have our best wishes for happiness.

Railway Motor Cars Shipped from New Orleans



Railway motor car being loaded aboard the S.S. "Parismina" for shipment to Chiriqui

WHEN Captain Beyer left New Orleans, Saturday, June 22, for Havana, Cristobal, and Puerto Barrios, he had on the deck of the S. S. *Parismina* mute evidence of the conquered tropical section of Northwest Panama in the Province of Chiriqui. Not so long ago this stretch of shore was a silhouette against the clear sky bordered with a thick black forest serving as a playground for the beasts answering the call of the wild. Then came the decision of the UNITED FRUIT COMPANY to establish a port to load out fruit to supply the rapidly growing Pacific Coast Division, and there followed the breaking of ground on a spot in Western Panama near the boundary line of Costa Rica. Shipload after shipload of cement, rails, cross ties, lumber, machinery and building material was loaded out for the new development where men were sweating to accomplish, in a year, what would have taken a lifetime prior to the advent of modern methods. And now, for the added comfort and convenience of the "boys" located at this spot just added to the map of the world by the UNITED FRUIT COMPANY, comes the Railway Motor Car.

Two of these cars were shipped from the plant of the Edwards Railway Motor Car Company, Sanford, North Carolina, and, on reaching New Orleans, were switched to shipside and loaded "on deck" in a bridle sling, the ship's gear being used to lift them. Though apparently simple, this was in reality a highly skilful performance. Before the operation of loading one car was finished, the other car was backed into place under the sling by one of the tractors which is part of the equipment of our Pier Operations Department, and which makes it easy to properly place cars that are switched to our docks. Being deck cargo, these cars were necessarily loaded last and a short time after taking them on, the ship cut away and another link was added to the long chain of UNIFRUITCO accomplishments.

This is not the wilds of Africa, but a Carib dance in Puerto Castilla

New York

Accounting Department

WE believe that we have in our department one of the most far-seeing persons in this organization. The individual referred to is none other than one of our new office boys who, upon being instructed to find the air mail, immediately went to the roof of 75 West Street and made a thorough search for it there.

Al Carpenter, our Chief Clerk, left for a week's vacation and returned one day late. Al wants us to deny the rumor that this was due to the fact that he insisted on finishing the eighteen holes of golf he started on the morning of the last day of his vacation.

Incidentally, we noted in the last issue of UNIFRUITCO that George Weir of the Marine Department is quite a golfer, especially if the fair sex is around. On behalf of Al Carpenter we hereby challenge George to a round of golf, and he may bring his own audience of the fair sex. If by the time this contest is over George does not only lose the game but also his audience to Al, he will at least know he was in a contest.

On June 25 at 7:10 A. M. Station F. J. C. Jr. (Frank J. Christie, Jr.) began broadcasting on a power of 7½ pounds. We extend our heartiest congratulations to the proud mother and boasting father.

Otto Berghuys started to celebrate the 4th of July one day ahead of time and the cause was the arrival of a baby girl who joined in the celebration with a loud "Wow!"

Frank Frawley was heard cautioning Otto to make sure that there were no tacks on the floor, chairs were in order, etc., before retiring each night. Frank should know; he raised three of them.

We extend our congratulations.

Purchasing Department

MR. WILDEY, our Assistant General Manager, is on a short trip to the tropics.

With regret at losing her but with all good wishes for her future happiness, we bade farewell to Josephine C. Gilburn, who on July 10 was married to Joseph M. Keating at St. Aloysius Church, Jersey City. For over eight years Miss Gilburn was with us and during that time she endeared herself to us all by her quiet efficiency and sweet disposition. Such an occasion could not pass without recognition and a beautiful Royal Worcester set presented to the happy couple was substantial evidence of the regard in which Miss Gilburn was held by her associates.

The stork visited the home of Albert L. Ryff of our Shipping Department on July 3 and left an eight pound boy. It will be recalled that Al married Miss Kathleen McNamara, formerly with this Company. Doubtless the youngster will early be taught by his daddy the importance of sending shipping documents with the carrier.

Radio

IN the transfer of Leslie F. Sherwood (SH), formerly Second Operator, S. S. *Sixaola,* to our Radio Station at Miami, we lose the partner of "Jim Pelkey," Chief Operator, S. S. *Sixaola.* This combination recently established a new record for other line business handled. As the saying goes, you can't keep a good man down; likewise a good operator will be heard from, and we note with pleasure that "Sherry" has already established himself with full credit in his new job as Marine Operator at Miami. It would appear that "SH" is teamed up with a very able associate Marine Operator at Miami, R. W. Jones (WG), who likewise is receiving the plaudits of the ship men. Good fellowship is a wonderful attribute and, together with ability and an earnest desire to serve, will inevitably produce a maximum of results and benefit to the Company and personnel as well.

We welcome into the New York Division Malcolm A. MacDonald (MD), who has been assigned the S. S. *Sixaola,* as Second Operator. From reports received "Mac" has made quite an impression all around and should prove to be a valuable addition to our Operating Staff.

Denton E. MacMullen (MN), who has served aboard the steamers *Maravi, Calamares, Santa Marta* and *Toloa,* has been transferred to the Accounting Department as Traveling Assistant Purser. It always struck us that "Mac" possessed the personality and poise for a "behind the counter job." We wish him every success in his new assignment.

Maynard F. Davis (MX), Chief Operator, S. S. *Iriona,* has been granted leave of absence to attend a Citizens' Military Training Camp, at Fort Monmouth, New Jersey. He writes in to tell us that he has a Quick Change Artist beat a mile, for his duty includes acting as First Lieutenant, Second Lieutenant, Sergeant, Corporal, Private, down to Mess Attendant. Knowing him as we do, we are certain that he will be completely successful in conducting the duties of these various offices.

Miss M. Celano, the Radio girl at Pier 9, writes in from Kenoza Lake, Sullivan County, New York, where she is vacationing, to tell us about the good time she is having up there.

"Bill" Simon, our Radio Inspector, has returned from his honeymoon which was spent at Wolfville, Nova Scotia. Bill is all smiles these days, an indication that the new venture has been highly successful.

Pier 15, E. R.

THERE is only one bachelor left on the delivery force at Pier 15 E. R., and it is rumored that it won't be long now.

Louie Korn says he knows of a doctor who will make hair grow on bald heads. This must be so because we actually found a hair on Louie's head last week.

The Gold Dust Twins "Webb and Gross" believe that the stevedores should be taxed for all broken casters.

Bill Seward intends to spend his vacation in Canada again. We wonder why.

All the boys on the East River will miss the beaming face of Joe Cotter, Weighmaster on Pier 15 E. R. for the past three years. Joe has gone into business for himself and we wish him all the success in the world.

Among notables sailing on the S. S. *Castilla* July 14, was none other than T. J. Davis, making a vacation cruise with his family.

Boston air seemed to agree with Frank Noell, but the score of that baseball game did not agree with us.

Freight Terminal Department

AVIATORS are not the only ones who make impromtu hop-offs—Mr. Anderson, our Chief Clerk, was asked on July 5 to arrange his vacation to start the following day. He made mighty fast preparations and was on hand for the S. S. *Calamares* some hours before her scheduled sailing.

Miss Wentzell has just returned from a pleasant vacation spent in Missouri.

The Freight Terminal Department might correctly be included in the Book of Knowledge class with regard to the tropics. The following employees have returned from educational trips which have proved very advantageous to them in connection with their duties: Mr. Edward Geary—S. S. *La Marea* from Barrios; Mr. J. J. Maxwell—S. S. *Calamares* from Limon; Mr. W. Pitman—S. S. *Mayari* from Colombia; Mr. J. Nevins—S. S. *Maravi* from Colombia.

Mr. Ted Matchett has just returned from a tour of the White Mountains, the Maine Woods, and incidentally—Canada.

Mr. William Mote has just returned from his vacation spent at his home in Tampa, Florida.

Freight Traffic Department

MR. WERNER H. KUHR, of the Freight Traffic Department, has been transferred to Guatemala, sailing on the M. S. *La Marea,* Saturday, July 13. We are very sorry to have lost Mr. Kuhr, and regret, too, that we have no interests in China as, after Mr. Kuhr has finished his trip on the *La Marea,* we assume that he will be thoroughly conversant with the Chinese language.

Mr. Innes has returned from his trip to Colombia. He is looking very fit and from what he tells us the tropics still has its lures.

Mr. A. J. Brady, Assistant Freight Traffic Manager, left New York Wednesday, July 10, en route to New Orleans, to embark for Barrios on the S. S. *Abangarez.*

Mr. "Hubie" Magee left on his vacation July 13. We hope Mr. Magee has fair weather during his vacation, otherwise his house will not be painted.

All those who enjoy swimming during high tide should immediately proceed to the Jersey Coast, as our Howard left Saturday, July 13, on a three weeks' vacation which he will spend in the surf.

Miss Winifred Farrell also left on the thirteenth for a vacation in Lake George.

It is a good thing we have pay day occasionally otherwise his many friends at 17 Battery Place would never see Murray Cowley. Murray is looking exceptionally well, but who wouldn't—he's only been married six months.

Port Engineer's Office

WE have the extreme pleasure of announcing the marriage of Mr. William Scott Millar, of this office, to Miss Cora McReynolds. Our hearty congratulations to the bride and groom. The newlyweds, by the way, have taken up their residence in Brooklyn and will be at home after August 1.

Unifruitco Club

IT was with deep regret that the members of the Club learned of the bereavement in the family of George H. Wells, President of the Unifruitco Club, whose father passed away on June 25, 1929.

The members of the Club wish to extend sincere sympathy.

Passenger Traffic Department

Notables and New York ships on which they sailed:

S. S. *Sixaola,* June 19—Col. Harry Burgess, Governor of the Canal Zone, en route to Cristobal. Mr. James Strong, Canadian Trade Commissioner at Panama City, en route to Cristobal. Mr. C. F. McTague, Freight Traffic Manager, Delaware, Lackawanna and Western Railroad, and family, en route to Kingston.

S. S. *Ulua,* June 22—Miss A. Galindo, daughter of Governor of Panama, en route to Cristobal. Dr. M. Gasteazoro, Nicaraguan Minister to Panama, and family, en route to Cristobal. Dr. D. F. Reeder, of the Herrick Clinic, Ancon, C. Z., and two daughters, en route to Cristobal.

S. S. *Carrillo,* June 22—Mr. and Mrs. A. Wetterhall, en route to Castilla. Mrs. Wetterhall is the daughter of Mr. A. A. Pollan, General Manager, Banana Divisions, UNITED FRUIT COMPANY, and Mr. Weterhall is Chief Clerk of the Accounting Department at Castilla.

S. S. *Zacapa,* June 26—Mr. Fletcher Warren, American Consul at Barranquilla, Colombia, and wife, en route to Puerto Colombia.

S. S. *Toloa,* June 29—Miss E. Arosemena and Mr. A. Arosemena, Children of Secretary of Foreign Relations, Republic of Panama, en route to Cristobal. Dr. Mario Manduley, Director of the Holguin Hospital, Oriente Province, Cuba, en route to Havana.

S. S. *Santa Marta,* July 3—Mr. O. Diaz, Colombian Consul at Philadelphia, en route to Puerto Colombia. Mr. E. W. Wakelee, former New Jersey State Senator, and friend, Mr. Charles McCormack, en route to Cristobal. Mr. Joseph DiGiorgio, President, Di Giorgio Fruit Corporation, and party, en route to Kingston.

S. S. *Tivives,* July 6—Mrs. E. A. Osborne, wife of Mr. E. A. Osborne, our General Agent at San Salvador, and daughter, en route to Puerto Barrios.

S. S. *Calamares,* July 6—Mrs. A. B. Herrick, wife of Dr. A. B. Herrick, head of Herrick Clinic, Ancon, C. Z., and daughter, en route to Cristobal. Mr. A. A. Miller, Engineer, Maintenance of Way, Missouri Pacific Railroad, and family, en route to Cristobal. Mr. Jose F. Valls, Manager, Santiago Terminal Company, Santiago, Cuba, and family, en route to Havana. Mr. F. E. Krieghoff, Vice President, Compania Cubana de Electricidad, and wife, en route to Havana.

S. S. *Metapan,* July 10—Dr. I. Marino A., former Secretary of Colombian Consulate at New York, en route to Puerto Colombia.

Notables and ships on which they arrived:

S. S. *Carrillo,* June 18—Mrs. W. W. Schuyler, wife of General Manager Cuban Divisions, en route from Santiago. Mr. Francisco Maleck, new Panamanian Consul to the United States, en route from Kingston.

S. S. *Toloa,* June 23—Mr. Henry S. Blair, Manager Chiriqui Land Company, and son, en route from Cristobal.

S. S. *Santa Marta,* June 27—Mr. Fletcher A. Hatch, Assistant to Manager, Colombia Division, and daughter, en route from Santa Marta.

S. S. *Sixaola,* July 11—General Francisco Diaz, Chilian General, en route from Cristobal. Mr. Davis J. Cloward, Assistant to

Manager, Costa Rican Division, and family, en route from Cristobal. Mr. Nicholas Agarino, en route from Puerto Colombia. Mrs. D. R. Brewer and son, family of Division Accountant at Kingston, en route from Kingston.

Fishy—Yes? No?

MAYOR WALKER may talk of the sword fish he catches, and Mr. Walter Long of his tremendous hauls, but when Mr. Robson, our Superintending Engineer, returned from a fishing trip over the Fourth of July and informed us that his activities were confined to playing bridge because of ICE AND SNOW, well, we feel that our readers should have the opportunity to appreciate such an extraordinary fish story.

New Employees

Robert L. Morris, Watchman, Terminal Operations Department; Philip E. Blackerby, Pier Clerk, Terminal Operations Department; Henry Sloan, Helper, General Storeroom; Marie Bartoli, Typist, Purchasing Department; Karl D. Larimer, Stenographer, Purchasing Department; John J. Eschenbacher, Typist, Purchasing Department; Hanford L. Auten, Jr., Pier Clerk, Terminal Operations Department; John C. Anthony, Typist-Clerk, Purchasing Department; George E. Ewing, Office Boy, Accounting Department; Marjorie L. Miller, Typist, Accounting Department; Woodrow Holdsworth, Office Boy, Accounting Department; John S. Perrotto, Office Boy, Purchasing Department; Raul Melendez, Office Boy, Freight Terminal Department; Lawrence A. Vogt, Office Boy, Freight Terminal Department; G. A. Gonzalez, Typist-Clerk, Purchasing Department; Daniel Garnier, Weigher-Pier Clerk, Terminal Operations Department; Olive Noble, Stenographer, Claim Department; Eric W. Rainbird, Office Boy, Claim Department; Robert E. Birdsall, Extension Clerk, Freight Terminal Department; Anna D. Kay, Typist, Purchasing Department; Raymond Strauss, Office Boy, Freight Terminal Department; Clyde E. Fallen, Storeroom Boy, General Storeroom; John Cincotta, Messenger, Mail Department; Clyde V. Williamson, Watchman, Terminal Operations Department; John T. Kennedy, Second Assistant Purser, S. S. *Calamares;* Hugh McGuiness, Watchman, Terminal Operations Department.

Entire New York Division Mourns Loss of R. W. (Rolly) Wilson

ROLAND W. WILSON, who was prominently connected with the UNITED FRUIT COMPANY for five years, died suddenly July 2 in Buffalo, New York. He was returning from a family reunion in Canada, where his brothers and other relatives had gathered for the first time in twenty years.

Mr. Wilson was born at Bright, Ontario, Canada, in 1885, and before joining the Company spent 15 years in the tropics. He was very well known and popular in his business relations and his death is a distinct loss to his many friends and associates, not only in the Company, but also in shipping circles. Some 15 years ago he went to the Canal Zone associated with McClintock-Marshall & Company of Pittsburgh, and was prominent in the construction and building of the Canal gates. After the completion of this particular work, he spent many years with the Panama Canal, and, just before leaving the Canal, he was for a short period Manager for the Coca Cola Company.

His inception with the Company was as banana tallyman. He later went into the Dealers Service Department of the Fruit Dispatch Company and had many friends among the banana trade. His ability attracted his superiors, and he was later transferred to the Freight Department of the UNITED FRUIT COMPANY, and at his death was in charge of the solicitation of inward cargo. He was especially adapted for this work on account of his experience and labors in the tropics. He was also a contact man for all the European lines on the interchange of shipments between Europe and the tropics which moved through the New York gateway.

He was present at the sailing of every vessel from New York and his cheery smile and farewell to the officers aboard ship and to his innumerable acquaintances will be greatly missed.

Mr. Wilson resided at 40 Argyle Road, Brooklyn, and is survived by his wife, Mrs. L. C. Wilson, and three brothers, Edward of Fort Robinson, Canada, Roy of Pittsburgh, and Leslie of Toronto, Canada.

We all mourn the loss of "Rolly," as he was known to us, and wish to express our deepest sympathy to Mrs. Wilson.

FRUIT DISPATCH COMPANY

Branch Managers and Offices

Albany, N. Y.	M. A. Heingartner, Act. Res. Mgr.	74 Chapel St.
Atlanta, Ga.	W. B. Gaines, Act. Res. Mgr.	16 Whitehall St.
Baltimore, Md.	J. C. Hall, Mgr. C. R. Nickerson, Asst. Mgr.	Pier 1, Pratt St.
Boston, Mass.	L. W. Minchin, Mgr. W. C. Katzmann, Asst. Mgr.	Long Wharf
Buffalo, N. Y.	J. C. Carpenter, Res. Mgr. R. E. Smith, Asst. Res. Mgr.	39 East Market St.
Butte, Mont.	A. P. Warrens, Res. Mgr. J. D. O'Meara, Asst. Res. Mgr.	4 West Park St.
Charleston, S. C.	L. F. Valley, Mgr.	Southern Railway Pier 2
Charleston, W. Va.	R. E. Ritchie, Res. Mgr.	179 Summers St.
Charlotte, N. C.	I. G. Emery, Res. Mgr.	212 South Tryon St.
Chicago, Ill.	J. W. Leathers, Res. Mgr. D. Doicu, Asst. Res. Mgr.	236 North Clark St.
Cincinnati, Ohio	J. C. Fluker, Res. Mgr.	36 East Fourth St.
Cleveland, Ohio	G. H. Stanley, Res. Mgr. C. O. Schweitzer, Asst. Res. Mgr.	700 Prospect Ave.
Columbus, Ohio	P. H. Deering, Res. Mgr.	5 East Long St.
Denver, Colo.	R. A. Patch, Res. Mgr. A. R. Harlow, Asst. Res. Mgr.	1108—15th St.
Des Moines, Ia.	V. L. Mitchell, Res. Mgr.	403 Walnut St.
Detroit, Mich.	B. E. Reiff, Res. Mgr. W. Fisher, Asst. Res. Mgr.	610 Fisher Bldg.
Dubuque, Ia.	J. J. Loftus, Res. Mgr.	Dodge and Iowa Sts.
El Paso, Texas	S. C. Sims, Act. Res. Mgr.	418½ East San Antonio St.
Evansville, Ind.	B. Whitehead, Res. Mgr.	723 Main St.
Fort Wayne, Ind.	A. G. Hughes, Res. Mgr.	127 West Berry St.
Fort Worth, Tex.	C. T. Johnston, Act. Res. Mgr.	717 Dan Waggoner Bldg.
Galveston, Tex.	J. A. Coyle, Res. Mgr.	718 American Natl. Insur. Bldg.
Grand Rapids, Mich.	A. W. Pasbach, Res. Mgr.	74 Ionia Ave.
Hartford, Conn.	J. H. Madison, Res. Mgr.	647 Main St.
Indianapolis, Ind.	E. S. Fisher, Res. Mgr. J. L. English, Asst. Res. Mgr.	47 South Pennsylvania St.
Jacksonville, Fla.	F. N. Martin, Res. Mgr.	43 West Forsyth St.
Kansas City, Mo.	C. R. Ackerman, Res. Mgr.	705 Walnut St.
Los Angeles, Cal.	A. D. Burkhart, Res. Mgr.	1315 East 7th St.
Louisville, Ky.	C. M. Holtzman, Act. Res. Mgr.	139 South 4th St.
Memphis, Tenn.	W. M. Magda, Act. Res. Mgr.	10 South Main St.
Milwaukee, Wis.	P. J. Murtha, Act. Res. Mgr.	97 East Wisconsin Ave.
Minneapolis, Minn.	L. E. Dawson, Res. Mgr.	2 South Sixth St.
New Orleans, La.	C. A. Wright, Mgr.	321 St. Charles St.
New York, N. Y.	J. B. Anderson, Mgr. W. McArthur, Asst. Mgr.	Pier 15, East River
Oklahoma City, Okla.	J. W. Miller, Res. Mgr.	716 First Natl. Bk. Bldg.
Omaha, Nebr.	J. C. Moise, Res. Mgr.	802 Jackson St.
Peoria, Ill.	A. T. Brannon, Res. Mgr.	410 Main St.
Philadelphia, Pa.	R. J. Watson, Mgr. J. V. Gallagher, Asst. Mgr.	Pier 9, North Wharves
Pittsburgh, Pa.	W. M. Wilson, Res. Mgr. M. J. Eamer, Asst. Res. Mgr.	2034 Penn Ave.
Providence, R. I.	C. W. Tukey, Res. Mgr.	48 Produce Ave.
Raleigh, N. C.	W. H. Grove, Res. Mgr.	127 West Hargett St.
Richmond, Va.	L. D. Harper, Res. Mgr.	904 East Main St.
St. Louis, Mo.	W. Esch, Res. Mgr.	319 East 4th St.
Salt Lake City, Utah	L. W. Huse, Res. Mgr.	514 Boston Bldg.
San Antonio, Tex.	J. E. Goode, Act. Res. Mgr. H. F. Carroll, Asst. Res. Mgr.	601 Travis Bldg.
San Francisco, Cal.	C. K. Rupp, Res. Mgr.	1001 Fourth St.
Scranton, Pa.	R. E. McDermott, Res. Mgr.	4 Lackawanna Ave.
Seattle, Wash.	M. C. Collarino, Res. Mgr.	914 Second Ave.
Sioux City, Ia.	J. H. Hansen, Res. Mgr.	514 Nebraska St.
Springfield, Ill.	W. F. Rareshide, Res. Mgr.	522 East Monroe St.
Syracuse, N. Y.	R. T. Bodine, Act. Res. Mgr.	109 South Warren St.
Wichita, Kans.	E. S. Gates, Res. Mgr.	101 North Main St.

Fruit Dispatch
New Orleans

ON July 6 Mr. I. K. Ward, President of the Fruit Dispatch Company, arrived at New Orleans on his return from a trip to the West Coast, accompanied by Mr. L. M. Porter, General Traffic Manager. Prior to Mr. Ward's departure a breakfast was tendered him in the Gold Room of the Roosevelt Hotel on Monday morning, the 8th at 8:15; and practically every employee of the Fruit Dispatch Company and Banana Selling Company at New Orleans was in attendance.

After the breakfast Mr. Weinberger introduced Mr. Ward to the employees, who gave him a rousing reception. Mr. Ward gave an impromptu talk, which was received with keen interest. He stated that he was very glad of the opportunity to meet the employees in order that he might get better acquainted with them and they with him. Among other things, Mr. Ward referred to the fact that the nature of our business is unique, hence of necessity the Company's expansion must largely depend on ability from within, and to that end constructive suggestions from employees were at all times welcome and would receive proper consideration.

Mr. Weinberger also called upon Mr. Ellis, who spoke of Mr. Ward's comprehensive knowledge of the banana business, recalling that Mr. Ward's and his own service with the organization were coextensive and covered a period of about thirty years. Mr. Weinberger followed by calling on the heads of the various departments, all of whom renewed their pledges of whole-hearted cooperation and a continuance of their best efforts to promote the Company's growth and prosperity.

On the afternoon of May 25 a miscellaneous shower was given for Miss Anna Nelson, an employee of the Traffic Department at New Orleans for the past four years. A host of friends, including the young ladies from the office, attended. Miss Nelson was married to Mr. Roy L. LeBourgeois, of the United States Shipping Board, on June 10, at the Church of the Sacred Heart, and although it was an early morning wedding, there was a large attendance. Miss Nelson was very lovely in a white chiffon dress and large white picture hat. As bridesmaid she had her sister, Maud. Immediately after the ceremony, breakfast was served at the home of the bride's mother. The couple received many gifts, among them a set of silver presented by Miss Nelson's coworkers. Their honeymoon will be spent on the Gulf Coast. Miss Nelson's charming personality will be greatly missed around the office, but as she will make her home in New Orleans, we hope to see her quite often. We wish her every happiness.

Regret was general when Miss E. Bergland, Stenographer, resigned to accept a position with the Department of Agriculture of the Federal Government on July 1. Miss Bergland had been with the Company about three years.

On Wednesday, June 19, fellow-clerks of Harold Stelz, including a number of the young ladies in the office, descended upon him in considerable force to extend their congratulations and best wishes, in response to a blanket invitation to attend his wedding reception at the home of his bride, No. 1714 France Street, Harold having been married that morning. Open house was held for the many friends of the happy couple. Refreshments were served and a string band furnished music for dancing until a late hour. Harold came to work for the Fruit Dispatch Company in February, 1922, as a youth, and he has made steady progress.

New York

We welcome back Miss Catherine H. Walker, Filing and Mail Clerk, who has just returned from a visit to relatives in Scotland, the land of her birth.

Fruit Dispatch Company
New Employees

Miss Mary S. Mortensen, Stenographer, Traffic Department, New Orleans, La. Le Clair H. Ellis, Robert M. Wilson and Emrie B. Sweetman, for Sales Analysis work. Donald E. McLean, Clerk, Banana Selling Company, New Orleans, La. W. Holdsworth, Office Boy, Accounting Unit, New York, N. Y.

Messengers: W. F. Reichel, New York, N. Y. Paul Chiavetta, C. E. Landry, Jr., G. S. Arnett, John S. Bagot, William L. Bagot, Charles H. Schmalz, New Orleans, La.